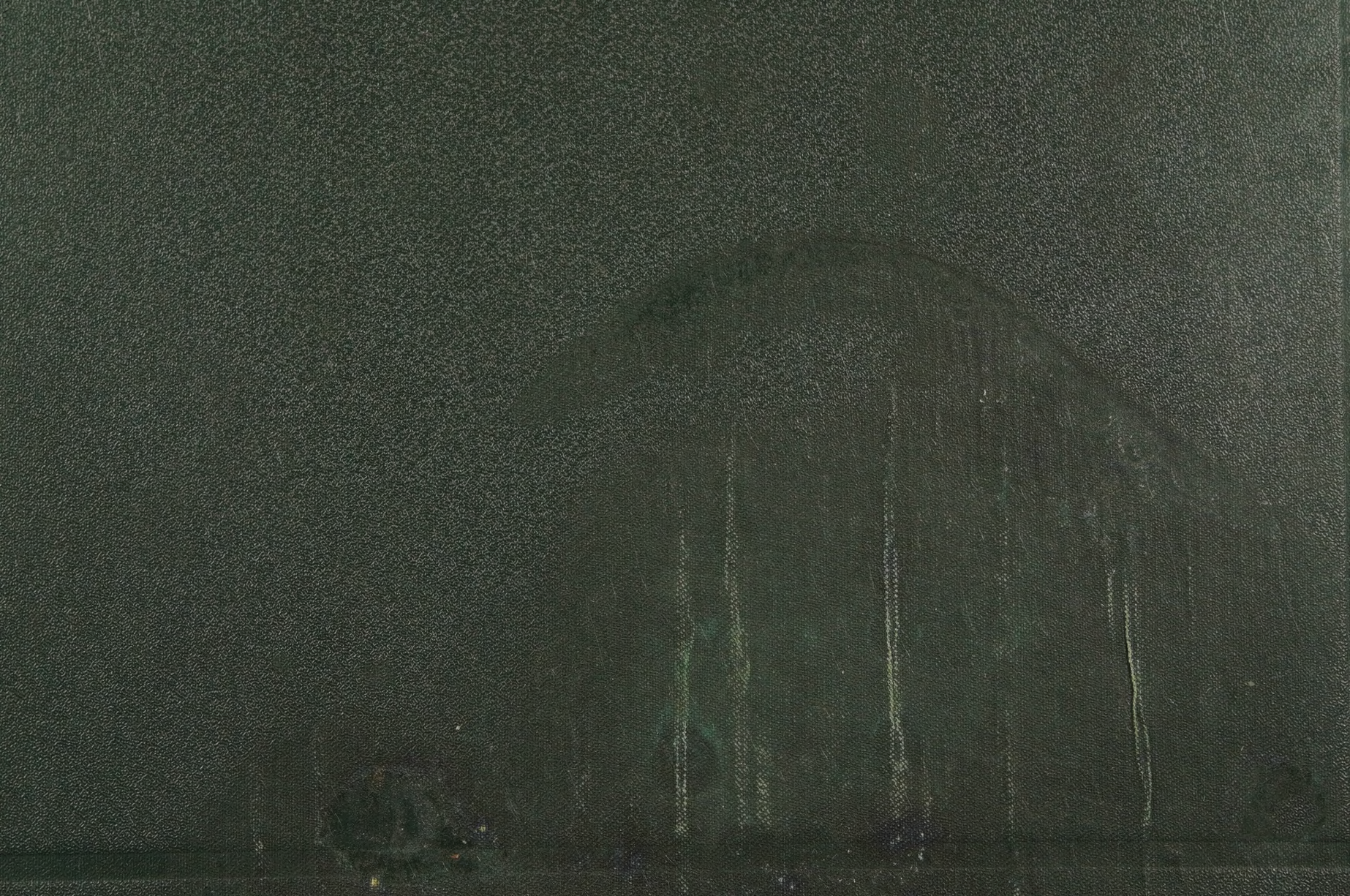

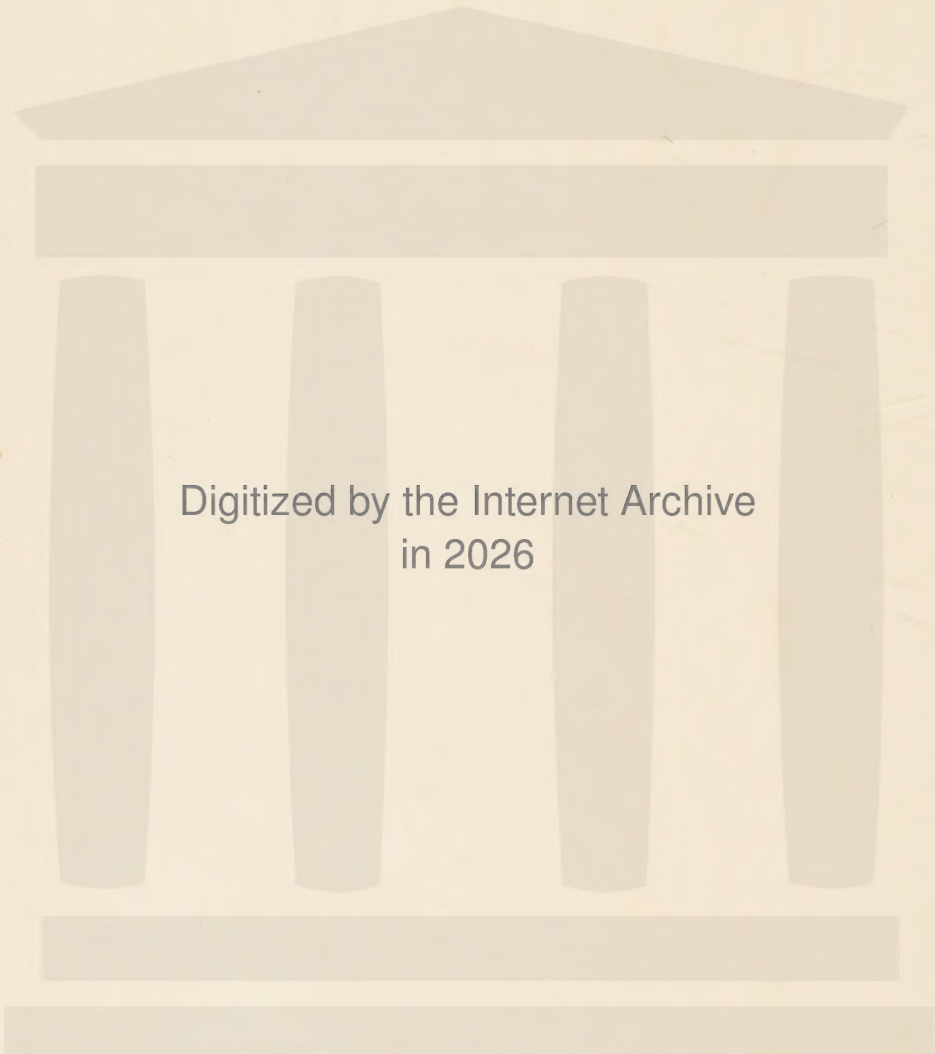
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HISTORY

OF THE

MOHAWK VALLEY

GATEWAY TO THE WEST

1614-1925

Covering the Six Counties of Schenectady, Schoharie, Montgomery, Fulton, Herkimer and Oneida.

EDITED BY
NELSON GREENE

VOLUME II

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1925

(Photo by M. J. Bucklin, Little Falls. Courtesy of the Beechnut Packing Co., Canajoharie)

THE MOHAWK VALLEY AT CANAJOHARIE

Looking northwest across the Mohawk Valley to the village of Canajoharie and the high hills which rise back of the town to the height of 500 feet.

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DADANOSCARA-VISSCHER-DEGRAFF HOUSE, 1795.

Built by Col. Frederick Visscher, 1795. Second Revolutionary officer's home on Turnpike going west. First Visscher house burned in Indian raid after bloody fight. Seen from Central Railroad and Turnpike. Photo by C. M. Vander Veer, Amsterdam.

That you Bostonians (alias Americans) may be certified of my Conduct towards all those whom I have captivated in their Parts know that I have taken off with Me but a small number — Many have I released — Neither were the weakly helpless subjected to Death, for it is a Shame to destroy those who are defenceless — This has been uniformly my Conduct during the War — I have always been for saving and releasing — Then being my Sentiments You have exceedingly angered Me by threatning and distressing those who may be considered as Prisoners — I am (or one very) brave Man — I shall certainly destroy without distinction as the like Conduct take Place in future —

Translated by Samuel Kirkland Missionary

Joseph Brant
on the Delaware April 16th
1780

Brant's Defiance to the "Bostonians" of the Mohawk Valley, 1780. Translated by Samuel Kirkland, Missionary.

CHAPTER 68.

1780, RAIDS AT CHERRY VALLEY, JOHNSTOWN, FORT PLAIN, VROOMANS LAND.

After Sullivan's campaign the valley had comparative repose for a time. So far the lower Mohawk section had suffered little. Its men had gone forth to fight for the common defense and their numbers had been reduced by death and capture. They had received an influx of population from the defenseless people driven in from above, which, however, was no added protection. Destructive raids at Cherry Valley, Johnstown and Caughnawaga and at and around Fort Plain now followed in rapid succession. Brant's Indians also burned the Oneida Castle (at present Oneida Castle), because of the loyalty of the Oneidas to the American cause. The Oneidas then removed to Schenectady, where they were cared for during the remainder of the war. Their warriors frequently joined the Mohawk Valley American forces in repelling enemy raids—notably that of Sir John Johnson's raiders through the Schoharie and Mohawk Valleys in October, 1780, and Ross and Butler's raid of October, 1781. It was an Oneida Indian scout who shot and killed Walter Butler at the battle of West Canada Creek, at the end of the latter raid.

The Johnstown and Fort Plain raids were very disastrous to the patriot cause, particularly in property loss, and in the destruction of crops, in the Fort Plain attack. The Otsquago Valley was one of the most fertile wheat raising sections of the Mohawk Valley, which was the granary of the Colonies, from which the Continental armies derived a great part of their bread and other food supplies.

The Fort Plain raid has been described in great detail by J. R. Simms who lived at Fort Plain for many years. We are thus able to give a very full and complete description of one of the many enemy raids which ravaged the Mohawk Valley during the Revolution. This picture can be considered as similar, in many ways, to those of other Valley raids, of which we possess but meager details.

* * * * *

The Sacandaga blockhouse (built 1779) was located two miles southeast of Mayfield and was a refuge for the few scattered families of the neighborhood and to defend Johnstown from surprise by way of the Sacandaga, a favorite route to the Mohawk for Canadian invaders. Its garrison being withdrawn, it was attacked by seven Indians in April, 1780, and successfully defended by one man, Woodworth, who, though slightly wounded, fought them off and put out fires they kindled. The savages fled to the forest and were followed by Woodworth and six militiamen on snowshoes a day or two later. The Americans came up with the savages and killed five of the party, returning with their packs and guns.

* * * * *

Sawyer's History of Cherry Valley has the following concerning the Indian raid of April, 1780, which completed the destruction of the settlement of Cherry Valley:

"The peace of the [Cherry Valley] settlement was undisturbed during the following year [1779 after the massacre of 1778] and confidence was beginning to return to the settlers, when without warning, on the 24th of April, 1780, a party of seventy-nine Indians and two Tories descended on the ill-fated settlement. Eight of the settlers were killed and fourteen carried into captivity, and the settlement was this time completely wiped out of existence; the Fort, church and the few buildings left after the first incursion being burned to the ground. Thus in a few hours were the results of the labors and struggles of nearly forty years destroyed; the valley returned again into the undisputed possession of the beasts and the birds, and Cherry Valley, a few years before one of the largest and most prominent of the Frontier settlements of New York, was but a name.

* * * * *

Mr. John T. Morrison, the historian of Johnstown, has furnished the following account of Johnson's raid of May, 1780, about Johnstown and Caughnawaga. Mr. Morrison's description is given in the following section (as set off with asterisks). Mr. Morrison's story of the Johnson raid follows, without quotations:

* * * * *

One of the most unspeakable outrages of the border warfare of the Revolution, and committed by Johnson subsequent to his flight previously described, was the raid upon Johnstown and the Mohawk Valley settlements in 1780. On Sunday, May 21st, of that year, Johnson with about five hundred troops, British, Indians and Tories, by the same route he followed in his flight,

that is, by way of the Fish House road. The object of the invasion was to secure certain treasure, which had been buried near Johnson Hall, and certain valuable property and papers, which had been concealed within the building, by Johnson just prior to his nocturnal flight; also to gratify Johnson's vindictive spirit by murdering certain Whig partisans who had taken an active part in the fight for American freedom.

At midnight the raiders appeared at the home of Lodawick Putman, a patriotic Hollander, who resided about three miles northerly of the court house, and in the hamlet now known as Hale's Mills. Putman and his son, the only male members of the family who happened to be home, were dragged from their beds, cruelly murdered and then scalped. Mrs. Putman and her daughter escaped and fled to the Johnstown fort. (The remains of Putman and his son were afterward buried in a sleigh box, and were accidently exhumed some years ago by some workingmen, who were excavating for the foundation of an outbuilding on the old Putman place.) Proceeding to the home of Amasa Stevens, a short distance southerly, a son-in-law of Putman, also an ardent Whig, Stevens likewise was dragged from his dwelling, suffered the same fate as the Putmans, and his body impaled on the garden fence. The torch was not applied to the buildings as the invaders did not care to warn the settlers and the garrison at the fort, but a short distance away.

Following the massacre of the Putmans and Stevens, Johnson divided his forces, sending part of them, mostly Indians and Tories, under the command of two brothers by the name of Bowen, notorious Tories, to Tribes Hill; thence to proceed up the river to Caughnawaga and join Johnson, who was to lead the other division from Johnstown by another and westerly route to this point. Passing through Albany Bush, the invaders were not molested, because the settlers of this hamlet were all Tories. The Bowen forces proceeded directly to the home of Captain Garrett Putman, another prominent Whig, who resided near Tribes Hill. Putman and his son had been ordered to Fort Hunter only a few days previous, and with his family had removed thither. He had rented his house to William Gault, an old English gardener, who had resided at Cherry Valley at the time of the Massacre, and James Plateau, also an Englishman. In ignorance of the fact that Putman and his family had removed to Fort Hunter, the invaders surrounded the house, tomahawked and scalped Gault and Plateau, and applied the torch to the building. It was subsequently discovered that both Gault and Plateau were ardent

Tories, so it is probable that the Indians received a bounty for at least two scalps that was not strictly according to the bargain made with the representatives of His Majesty King George III.

Proceeding up the river the invaders continued to murder, plunder and burn, but it is impossible to give the sickening details within the limits of this chapter. While the Bowen forces were engaged in an attack upon the home of John and Harmanus Fisher, (frequently spelled Visscher), two brothers noted for their zeal for the cause of the Colonists, they were joined by the main body of the king's troops under Johnson. The scenes enacted at the Fisher home beggar description. John, Harmanus and Mrs. Fisher were cruelly murdered and scalped. Col. Fred Fisher, another brother, who did not reside with John and Harmanus, but who happened to be there at the time, after he had exhausted all his ammunition, was struck down by a blow on the head with a tomahawk. An Indien than ran up and slashed Col. Fisher's throat, and, believing him dead, took two scalps from the crown of his head. As remarkable as it may seem, Col. Fisher recovered fully from the wounds he here received, and lived a long, honorable and useful life, although two bald spots on the crown of his head he carried to the grave as a memento of the raid of Sir John Johnson on Johnstown and the Mohawk Valley settlements in 1780.

While en route from Johnson Hall to the Mohawk Valley, Johnson and his guerrillas surrounded the home of Sampson Sammons, making Sammons and his three sons, Jacob, Frederick and Thomas, prisoners. The house and outbuildings were then set on fire. Sampson Sammons and his son Thomas were subsequently released, but Jacob and Frederick were taken prisoners to Canada, from whence they afterward escaped and returned to Johnstown, enduring the greatest and almost unbelievable hardships in their flight through the great northern wilderness on their return home.

Following the raid and the destruction of the Sammons homestead, the Sammons leased Johnson Hall and the Hall farm from the Committee of Sequestration at an annual rental of three hundred pounds, occupying the Hall for a period of nearly four years.

* * * * *

"Old Fort Plain and the Middle Mohawk Valley" has the following regarding Johnson's Johnstown raid of May, 1780:

Sir John returned to Johnstown and recovered his buried plate and valuables and about twenty slaves. The plate and valuables filled two barrels. Toward night the militia began to gather under Col. John Harper and Johnson decided to get away,

heading for the Sacandaga. The militia were in too small numbers to attack him but followed him several miles. Col. Van Schaick came up with 800 men in pursuit but too late to engage the guerillas.

While halting, on the day after leaving Johnstown, the elder Mr. Sammons (Sampson Sammons) requested a personal interview with Sir John Johnson, which was granted. He asked to be released, but the baronet hesitated. The old man then recurred to former times, when he and Sir John were friends and neighbors. Said he: "See what you have done, Sir John. You have taken myself and my sons prisoners, burned my dwelling to ashes, and left my family with no covering but the heavens above, and no prospect but desolation around them. Did we treat you in this manner when you were in the power of the Tryon County Committee? Do you remember when we were consulted by General Schuyler, and you agreed to surrender your arms? Do you then remember that you then agreed to remain neutral, and that, upon that condition, General Schuyler left you at liberty on your parole? Those conditions you violated. You went off to Canada, enrolled yourself in the service of the king, raised a regiment of the disaffected who abandoned their country with you, and you have now returned to wage a cruel war against us, by burning our dwellings and robbing us of our property. I was your friend in the Committee of Safety, and exerted myself to save your person from injury. And how am I requited? Your Indians have murdered and scalped old Mr. Fonda, at the age of eighty years, a man who, I have heard your father say, was like a father to him when he settled in Johnstown and Kingsborough. You cannot succeed, Sir John, in such a warfare, and you will never enjoy your property more." The baronet made no reply but the old gentleman was set at liberty.

* * * * *

On June 18, 1780, a delegation of Oneida chiefs acquainted Colonel Cornelius Van Dyck, who was then in command of Fort Stanwix, of the danger that was apprehended and of the information that had given rise to the belief that their town was soon to be destroyed unless they transferred their allegiance. The threatened attack culminated in July. "(The Oneidas) too weak to make effectual resistance," wrote General Schuyler to the Marquis de Lafayette on August 18, "but too firmly attached to us to submit, or take part with the enemy, prudently took shelter at Fort Schuyler the day before the arrival of the Enemy, who

burnt part of their Village, siezed their Cattle, and destroyed the Crops and even pursued the fugitives as far as the fort."

Because of the scarcity of provisions the Indians were permitted to remain at Fort Stanwix [Schuyler] but a few days. They were, however, under the direction of the authorities, transferred to Schenectady, where, supported at the expense of the Government, they remained until the end of the war.

* * * * *

Soon after the murderous Johnstown raid of Sir John Johnson, Gen. Clinton ordered Col. Gansevoort to repair with his regiment to Fort Plain, to take charge of a large quantity of stores destined for Fort Schuyler and convoy the batteaux containing them to their destination. This caution was necessary to save the supplies from capture by the Indians. Most of the local militia accompanied Gansevoort's command.

Brant was again on the warpath, watching for a favorable moment to spring upon the unprotected inhabitants, and supplied the Tories with information of movements in the settlements. He was early aware of the departure of troops for Fort Schuyler and, when they had gathered at Fort Plain and started on their march of protection for the supplies going by river, on August 2, 1780, made a descent on the Otsquago Valley and the Fort Plain section.

The raid of August 2nd, 1780, by Indians and Tories under Brant, was made from the direction of the Susquehanna valley through the Otsquago valley and the present townships of Stark and Minden to and around Fort Plain. It thoroughly ravaged the Dutchtown and Freysbush districts, culminating about Fort Plain. For that period, the portion of the Canajoharie district comprised in the town of Minden was thickly settled and the people fled to and crowded the forts which were so feebly defended on account of the withdrawal of the militia to convoy stores to Fort Stanwix. The maintenance of this latter exposed post, and the consequent splitting up of the defensive strength of Tryon County among so many forts, was doubtless the reason that so many terrible raids of the enemy devastated the valley, the hostile force escaping before the scattered garrisons and militia could unite for common defense.

In the Minden raid the raiders broke up into small bands, the more thoroughly to murder, loot and burn. From Simms' account, it appears that the enemy remained in this section during August 2 and that night and the next day dispersed in small parties, probably toward the Susquehanna for the most part.

This was done to evade pursuit by the militia then marching to Fort Plain and shows how difficult it was for the patriot Tryon county military authorities to check these forays and brings into prominence Willett's effective work in the following year. At the time of the two raids which ended in the American descent on the Canajoharie district with a force of about 500 Indians and Tories, chiefly the former, there were several stockades in the neighborhoods desolated by the savages (for the Tories seem to have equaled the red men in their barbarity). Chief among them, however, was the principal fortification of Fort Plain. Here the garrison was insufficient, without help from the militia, to give battle to Brant's force and, as has been stated, the local troops were absent with Gansevoort's force. Brant's raiders approached the Mohawk from the west by way of the Otsquago Trail and his raiders in bands thoroughly devastated the Freysbush and Dutchtown roads.

The approach of the Indians was announced by a woman firing the signal shot from a Fort Plain cannon. The people were then busy with their harvesting, and all who were fortunate enough to escape fled to the fort, leaving their property to be destroyed. The firing of one signal shot indicated that the people were to flee to the nearest stockade, while two or three in quick succession ordered the settlers to seek safety by hiding in the bush or woods and told that the enemy was between them and the fort. Fifty-three dwellings were burned with their barns and buildings, 16 people were murdered and 50 or 60 captured. The Indians, knowing its weakness, rushed up within gunshot of Fort Plain, after ravaging the Dutchtown and Freysbush districts. Seeber's Abeel's and other houses were burned and then the savages fired the Reformed Dutch church. The spire was adorned with a brass ball and the Indians, believing it to be gold, watched eagerly for it to fall. When at last it dropped, with the burning of the spire, they all sprang forward to seize the prize. This red hot ball of brass was responsible for many a blistered red man's hand. To make a show of force at Fort Plain, some of the women who had fled there, put on men's hats and carried poles, showing themselves just sufficiently above the stockade to give the savages the impression of militiamen. This ruse was evidently successful for had Brant known how feebly the fort was defended he would probably have rushed this stockade, burned it and massacred its inmates.

The columns of smoke rising from the burning buildings were seen at Johnstown and were the first intimation of this latest

incursion. The farmers left their harvest fields and joined Col. Wemple, marching up the river with the Schenectady and Albany militia, but they were not in time to check the work of destruction or cut off the retreat of the marauders. Colonel Wemple, who was thought to be more prudent than valorous on this occasion, only reached the desolated region in time to see the smoking ruins and rest securely in Fort Plain that night. The next morning some buildings, which had escaped the torch the day before were discovered to be on fire. Col. Wemple, on being notified of the fact, said that, if any volunteers were disposed to look into the matter, they might do so. Whereupon Major Bantlin, with some of the Tryon county militia, set out for the scene of the fire. It proved to have been set by a party of Brant's raiders who, as soon as discovered, fled to rejoin the main body. In a day one of the fairest portions of the valley had been desolated. The small forts which were demolished were not garrisoned and had been constructed by the people themselves. The inhabitants of the desolated region had protested against helping the government to keep open communication with Fort Stanwix, when there was constant need for the protection of their own district. The withdrawal of its militia and the consequent terrible result justified their worst apprehensions.

On the news of Brant's approach, Col. Wemple ordered the Schenectady militia out and marched them up the Valley. After a forty-mile march from Schenectady they went into camp, at present Canajoharie village. Here news of the raid reached Wemple.

"Instantly I did order both Regiments to be formed," reported Colonel Wemple, commanding the Schenectady Militia [2nd Albany Co. Regt.] in his dispatch to General Ten Broeck, "& proceed against the Enemy, who were at that time in their full Carear and tho our Numbers were not equal, yet I can assure you I should be void of Justice if I omitted mentioning their Prudence and cool behavior without Distinction to all Rancks. An Altho they had been in full march since early in the morning they came up with such Vigor that the Enemy on our approach gave way & tho in sight we had no opportunity to give them Battle they retired in the usual way."

"Such a Scean as we beheld since we left the River," reads another section of the report, "passing dead Bodies of Men & Children most cruelly murdered, is not possible to be described. I cannot ascertain at present the Number of poor Inhabitants killed and missing but believe the Loss considerable as the People were

all at work in the Fields. Some Persons pretend to say not less than one hundred dwelling Houses are burnt."

This raid which culminated around Fort Plain was one of the most destructive made during the war. Brant had with him Cornplanter and other distinguished chiefs. Col. Samuel Clyde sent Gov. George Clinton an account of this affair, evidently written from Fort Plain, as follows:

"Canajoharie, Aug. 6, 1780.

"Sir—I here send you an account of the fate of our district:

"On the 2d day of this inst. Joseph Brant, at the head of four or five hundred Indians and Tories, broke in upon the settlements, and laid the best part of the district in ashes, and killed 16 of the inhabitants that we have found, took between 50 and 60 prisoners —mostly women and children—12 of whom they sent back. They have killed or drove away with them, upwards of 300 head of cattle and horses; have burned 53 dwelling houses, besides some outhouses, and as many barns; one very elegant church, and one grist mill, and two small forts that the women fled out of. They have burned all the inhabitants' weapons and implements for husbandry, so that they are left in a miserable condition. They have nothing left to support themselves but what grain they have growing, and that they cannot get saved for want of tools to work with and very few to be got here.

"This affair happened at a very unfortunate hour, when all the militia of the county were called up to Fort Schuyler—Stanwix— to guard nine batteaux—half laden. It was said the enemy intended to take them on their passage to Fort Schuyler. There was scarce a man left that was able to go. It seems that everything conspired for our destruction in this quarter; one whole district almost destroyed and the best regiment of militia in the county rendered unable to help themselves or the public. This I refer you to Gen. Rensselaer for the truth of."

Brant, with subtle savagery, had thrown out a hint that he intended to take or destroy the supply flotilla on its way up the river. It was during this invasion that the Indians took the trader John Abeel, living at Fort Plain, and he was afterward liberated and sent back to his ruined home by his son Cornplanter, the Seneca chieftain. Parties of Indians at this time also made minor raids around Fort Herkimer and Fort Dayton, in the Schoharie valley and other sections.

Gyantwachia or Cornplanter, the Seneca chief, was associated with Brant in this Minden raid. He was a son of John Abeel, the Indian trader of Fort Plain, and the daughter of a Seneca chief.

Although a half breed he was the leading man of his nation for a period of almost sixty years.

At the close of the Revolution he was not only ready to bury the hatchet but to take sides in all future troubles with the Americans. He became the firm friend of Washington and was perhaps the only Indian war chief, in our borders, whose friendship for the United States was unshaken in the Indian difficulties existing from 1791 to 1794. In 1797 Cornplanter paid a visit to Washington at Philadelphia. He fixed his permanent residence on the Alleghany river in Pennsylvania, where he subsequently lived and died and where his descendants still reside. In 1802 Cornplanter paid a visit to President Jefferson. In the War of 1812 with England, the Seneca chief, then almost 70 years old, offered to lead 200 warriors with the American troops against the English. He was not allowed to do so but some of his nation were with the Americans in the war and rendered efficient service as scouts. His son, George Abeel, held a major's commission and led these red American soldiers. Cornplanter was about five feet, ten inches in height and a chief of fine bearing. He is said to have been a fine orator in the Indian way and, to further the interests of his people, made effective speeches before Washington and before the governor of Pennsylvania. The latter state gave him, in 1789, 1,300 acres of land and the national government paid him $250 yearly, in appreciation of his services rendered the country by keeping his own people in friendship with the United States. In 1866 the legislature of Pennsylvania erected a monument to Cornplanter at Jennesadaga, his village in Warren county in that state, and also published a pamphlet regarding his life and works. The inscription on the monument reads:

"Giantwahia, the Cornplanter.

"John O'Bail [Abeel], alias Cornplanter, died at Cornplanter town, February 18, 1836, aged about 100 years.

"Chief of the Seneca tribe, and principal chief of the Six Nations from the period of the Revolutionary war to the time of his death. Distinguished for talents, courage, eloquence, sobriety, and love of his tribe and race, to whose welfare he devoted his time, his energies and his means during a long and eventful life."

Simms says the age given on this monument is wrong and that Cornplanter was born about 1746 and was about 90 years old at the time of his death. In 1810 Cornplanter visited his white relatives of the Abeel family in Fort Plain, thirty years after the bloody day in which he commanded the Senecas on their raid in this locality.

* * * * *

The Fort Plain raid had a wide extent. Scattering bands or individuals of Brant's raiders, killed and burned over a belt, which widened from the Otsquago Trail at Van Hornesville to a twenty-mile wide stretch when the red and Tory savages reached the Mohawk. Settlers were slain and buildings burned on the south shore, from Fall Hill nearly to the Little Nose.

The Minden raid, in point of loss of life, prisoners taken and property destroyed takes rank as the most destructive which took place along the Mohawk during the Revolution. At German Flats, in September, 1778, 116 houses and barns were burned, but there was no loss of life with the exception of three rangers who were killed while scouting for Brant's force. It was due to the long heroic ride of the noted scout Helmer to German Flats and his warning to the farmers that there was no further casualties. About the same number of barns and dwellings were burned in the Minden raid of 1780, but in addition 16 people were killed and 60 captured. The loss of stock and implements was a most serious one, as it prevented the harvesting of crops and the Canajoharie district was one of the most fertile sections of the valley and was depended upon frequently for bread and foodstuffs by neighboring communities. Its defense of four forts had previously prevented its sacking, but its forts were useless without sufficient men and these were absent on the march to Fort Stanwix to convoy a comparatively trifling amount of stores.

* * * * *

In this chapter are narrated some of the personal experiences, tragedies and details of this hostile foray in Minden township. They show, as nothing else can, what these raids meant to the suffering valley people, just as the experiences of the patriot fighters at Oriskany display the horrors of Revolutionary warfare along the old New York frontier. They also give further information about the families about Fort Plain at that time and furnish some insight into the farm life of the period. They are summarized or copied from Simm's "Frontiersmen of New York."

John Rother, at this time, owned a grist mill and had a farm in the Geisenberg neighborhood. Daniel Olendorf was his miller. Rother owned a big dog which barked and gave warning of the approaching Indians, on August 2. Rother seized his gun and ran for Fort Plank, more than a mile away, followed by his niece. His wife hid in a flax field. As the Indians approached the house the dog set upon them furiously and they stopped to shoot him, the reports arousing several settlers and warning them of danger. The savages plundered and burned the dwellings, the first

they fired in that neighborhood. Rother and his niece were chased by one Indian. Not being able to keep up with her uncle, the girl kept falling behind and the Indian gaining. The panic-stricken girl shouted "Uncle, the Indian". Rother stopped and pointed his gun at the Indian who would stop or fall back. This was repeated a dozen times until the two fugitives reached the fort. Rother was afraid to fire for had he missed, both would have been tomahawked and scalped. His wife was not discovered by the savages and also escaped.

Joseph Myers lived four miles southwest of Fort Plain. On the day of the raid, he had gone to Fort Plank to make cartridges, leaving his wife and three children, aged three, five and seven years, at home. Evan, the only girl, was five. Myers had lost a limb and wore a wooden leg. The family lived a mile from the Rothers, before mentioned, and Mrs. Rother was known as the "Doctress", as she dispensed home-made German herb remedies. Mrs. Myers sent the two oldest children to get some salve for the youngest child's head. The oldest brother said he would carry the youngest on his back to the Rothers, let the "Doctress" apply the salve, and then carry him back. Evan was allowed to accompany them. When nearly half-way they heard a gun fired and seeing Indians around Rother's house, started to run home. The savages saw them and several chased them, one of them pinning the two little boys to the ground with a bayonet as they were running pick-a-back. Evan later thought she was not scalped as she did not cry. She was picked up in the arms of an Indian and the savages went to the Myers. Mrs. Myers, hearing the gun shot at Rother's, hid and saved her life. The buildings were plundered and burned. Evan was taken to Canada with other prisoners and, on account of her tender age, was borne on the back of an Indian most of the long, tiresome journey. On their arrival at the Indian village an Indian took the girl in his arms and whipped her. The little five-year-old was then put on a horse led by an Indian, to run the gauntlet. She was knocked off by blows several times and put on again and was considerably hurt but did not dare cry. She was then given an Indian dress and her cheeks painted. She quickly forgot her German tongue during her life with the Indians, who found such a small white child so much trouble that they finally delivered her at Montreal for a bounty. Here she soon forgot her Indian and learned to speak English. She was long in Canada before it was learned whose child she was as she had forgotten her own name. Peter Olendorf, who was captured in the same raid, readily guessed her parentage

when she said her father had a wooden leg and lived not far from a fort. Mrs. Bartlett Pickard, with a nursing child, was captured in the vicinity of Myers, and later liberated by Brant and sent home. In order to take her home, Mrs. Pickard claimed Evan was her child but the Indians were not fooled and the pretense was of no use. Mrs. Pickard arrived at Fort Plain, three days after her capture, almost famished and then Mrs. Myers first learned the fate of her daughter. Mrs. Pletts, made a prisoner on the same day in Freysbush, brought Evan back with her, on her liberation from Canada, taking a motherly care of her for which, it is unnecessary to say, her parents were ever after grateful.

David Olendorf was at work with his wife in his barn. He was pitching wheat from his wagon and his wife was mowing it away, a duty that often devolved on women during the war. When he, before the muzzle of a gun, was ordered down from the wagon, she was not in sight and, upon being asked, Olendorf said there was no one else there. A suspicious savage said, "If any one else is in the barn call them out as we are going to burn it". True to their word they did burn it and, after it was set on fire, the woman was called down from the loft. The savages also burned and plundered the house. With other prisoners, the Olendorfs were started on the long journey to Canada, suffering severe privations on the way. Soon after their journey started the Indians asked Olendorf if he could run pretty well and he said "Yes". Thereupon they told him, if he could beat their best Indian runner, he would be set at liberty and this contest the white man easily won. He soon found out why his fleetness of foot had been thus tested, for he was securely bound every night during the rest of the journey. During the dreary march he incurred the displeasure of an Indian, who threw his tomahawk at Olendorf, the blade sticking in a tree behind which the white man sprang. An old savage saved his life. On reaching Canada Olendorf and his wife were separated and he was imprisoned. He then decided to enlist in the British service and desert to his countrymen at the earliest opportunity. While on his way to the New York frontier settlements, with a raiding party under Sir John Johnson, two prisoners were brought in. Olendorf, who was then a sergeant, overheard the men talk in German, and he proposed to them for all three to escape. It became his official duty to post sentinels that night which favored his design and after stationing the most distant one he took occasion on his return to lop several twigs that he might pass the

outer watchman unobserved. Securing provisions, he conducted the two men outside the camp at midnight. Observing great caution, part of the time crawling on their hands and knees, the three found the broken boughs and passed all the sentinels in safety. "Now if you know the way to the settlements, lead on for we have not a moment to lose", said Olendorf. One of the captives became pilot and in a few days the trio reached Fort Plain in safety, where they were joyously received by their friends, whom they forewarned of the enemy's approach.

Mrs. Olendorf, then with child, feared longer to remain in an Indian family to which she had been taken and, watching her opportunity when the family were all drunk, to which condition she had contributed as far as possible by freely passing the liquor, she fled for refuge to the residence of an English officer for protection. The family were at first afraid to conceal her, fearing the revenge of the savages. Her condition excited their pity and they concealed her in a closet, where the Indians failed to find her on their search. On the birth of her little son, two English gentlemen acted as sponsors, from whom she had a certificate of its birth. She was finally taken to Halifax, exchanged with other prisoners, and finally reached Fort Plain over a year after her capture. The boy born in captivity, Daniel Olendorf, Jr., became an innkeeper in Cooperstown and his brother Peter was an innkeeper at Fort Plain. Daniel Olendorf, senior, was one of the scouting party which shot Walter Butler the next year at West Canada creek.

Baltus Sitts, of the Geisenberg settlement, was at work in the fields with his wife and so escaped unseen, but his buildings were burned and plundered. Mary Sitts, nine years old, and her grandfather were captured. Sophia Sitts, a five-year-old, was taken by an Indian squaw in the apple orchard. After carrying the little prisoner on her back some distance, the squaw found it too hard and, setting the child on the ground, pointed to the house and told her to go back. The grandfather was taken to Fallhill, where he was liberated at the intercession of the squaw named, who had doubtless received at some time some kindness or favor from the Sitts family. Mary Sitts was taken to Canada, adopted into an Indian family and ever after remained there. A few years later her father went after her and found her, in everything but color, a veritable squaw. No persuasion could induce her to return and she later became the wife of an Indian, at whose death she married a white man and remained in Canada.

According to Simms, Sophia Sitts was living near Hallsville

in 1882, being then at the age of 107 years. Simms says she then distinctly remembered her own and her sister's capture and says she was then five, placing her birth October 6, 1774. This would make her the person living to the oldest known age in the history of the valley. In February, 1883, Mrs. Sitts was still living, being then 108 years old. There is no record of her death, to the writer's knowledge, but she probably passed away soon after. Few women are said to have done so much hard work in their lifetime as this centenarian and for many years she was considered one of the best binders ever seen in a wheat field. Sophia Sitts had three husbands, William Livingston, Joseph Pooler and Jacob Wagner.

Another similar case to that of Mary Sitts is that of Christina Bettinger, taken prisoner near Hallsville. Her father, Martin, was with the militia on the expedition to Fort Stanwix and her mother was taken prisoner, with six children, but was liberated after the party had gone a short distance.

Christina Bettinger, 7 years old, was not at the house but was captured by another party and taken to Canada. She was not exchanged at the end of the war, and a few years later her father found her. He found her living among squaws and practically one of them. She was identified by the scar of a dog bite on her arm. She was given a small cake, baked and sent her by her mother, which touched her sensibility even to tears. She refused to return home and is believed to have married an Indian and, uncouth and uncivilized as she was, remained in her isolated wilderness adopted home. A family of Ecklers, residing near Bettingers, were also captured.

Three brothers, John, Sebastian and Matthias Shaul, then resided at Van Hornesville and were all captured and taken to Canada. Frederick Bronner, living near by, secreted himself under an untanned cowhide, and so escaped capture. The women and children here were allowed to return home by Brant, shortly after. Jacob Bronner, George Snouts and Peter Casselman were captured by the enemy near Fort Plank. After the raid nine settlers without coffins were buried at this post.

The following is copied verbatim from Simms, as probably representative of family border experiences:

George Lintner was among the pioneer residents of that part of the Canajoharie settlements known as Geisenberg in the present town of Minden, four miles from Fort Plain. On the 2d day of August, Lintner went early in the day to Fort Plank, a mile or two distant, to perform some duty. At the end of only a few

hours he learned from the signal guns of the neighboring forts, as also from the constant discharge of firearms, which he believed in the hands of the enemy, that the invaders of the territory were numerous and would doubtless find every habitation in the district. The arrival of Rother and his niece and probably other fugitives at this post, told him of the possible fate of his own family, but he dared not proceed thither alone and Fort Plank was too feebly garrisoned to afford a sallying party. His family consisted of a wife and five children, their ages ranging at about 15, 11, 8 and 6 years and an infant of a few months; and being now unable to afford them needed assistance caused him many an anxious thought and fearful foreboding. The names of these children in which their ages stand were, Albert, Elizabeth, John and Abram. During the forenoon, Mrs. Lintner and her children had heard the frequent discharge of guns in the neighborhood but did not suspect it proceeded from the enemy until noon, when they had seated themselves at the dinner table. The mother then began to feel disquieted and said: "My children, we are eating our dinner here and the Indians might come and murder us before we are aware of it". As she said this she arose from the table and opened the door; and instantly she saw a sight that almost curdled the blood in her veins. Scarcely a mile distant she saw a thick cloud of smoke, and at once recognized it as coming from the roof of Rother's grist mill, while in the next moment she heard the discharge of several guns which the enemy had fired into a flock of sheep near the mill. Such omens could not be misconstrued, and snatching her infant child she fled from the house, followed by the other children, down a steep bank into the woods just beyond. Scarcely had they gained this covert when the Indians entered the house and found the table ready for dinner; and, not finding the family in the house, they fired into and then searched the bushes through which the family had passed a few minutes before. Their firing told the fugitives they had not fled one moment too soon. Dispatching the dinner so opportunely provided for them, they plundered and set fire to the house, and only remaining long enough to be sure it would burn, they left it to pay a similar visit to some other dwelling. After Mrs. Lintner had found a favorable place of concealment she discovered that Abram, her six-year-old boy, had become separated from the party, and although she felt a mother's anxiety for his safety, she dared not make a search for him. The lad found his way back to the house well on fire, evidently soon after the Indians left it and had sufficient presence of mind to pull the cradle

out of doors. He remained about there all the afternoon and as night came on he dragged the cradle into a pig sty, still standing on the premises, in which he slept that night, too young to apprehend danger. The three oldest children, two boys and a girl, wended their way late in the day to Fort Clyde, which they reached in safety. Mrs. Lintner, with her infant child, remained that night under a hollow tree not far from her late home. A family dog was with her and several times in the evening its bark was answered by another which she supposed belonged to the enemy and which she feared might betray her hiding place. After a night of fearful solicitude, she made her way in safety to Fort Clyde, to find the children who had gained it the evening before. On the morning after he left his home of cheerful contentment, Lintner, having heard no alarm guns, ventured, as early as he dared to go, to learn the fate of his family. Finding his dwelling down, he approached its site with fearful apprehension, but, after careful examination of the debris in which he could find no charred remains, he became satisfied that the family had not been murdered in the house; and while still searching the premises, if possible to learn their fate, he discovered his little boy in an adjoining field following some cattle, evidently not knowing what else to do. He asked him where his mother and the other children were, when he began to cry, being unable to give any account of them except that they ran into the bushes back of the house. The father, having become satisfied that if the remainder of the family were not prisoners on the road to Canada, they might have reached Fort Clyde. Taking the hand of his little boy, thither he directed his steps; where to their great joy, the family were again united; when Mrs. Lintner, in German, expressed her gratitude as follows: "Obwhol wir nun Alles verboren haben ausser den Kleidern die wir auf den Liebe tragen, so fuhl ich mich doch reicher als jezmor in meinen Leben!" ("Now, although, we have lost everything but the clothes we have on, I feel richer than I ever did before in all my life!")

Within a short distance of Fort Ehle (a mile or more from Canajoharie) Brant's raiders surprised and killed Adam Eights and took captive to Canada, Nathan Foster and Conrad Fritcher.

One of the numerous small bands into which Brant divided his force to make destruction more complete visited the home of John Knouts in Freysbush. The site of the Knouts dwelling may still be seen in the apple orchard on the premises formerly owned by Josiah Roof. Here are also the graves of Mrs. Knouts and her children, slain by the Indians. Knouts was made here a prisoner

and murdered on the way north after the savages left the settlement. When the Indians entered the house, Mrs. Knouts was busy outside it and hearing the outcries of her children inside, she ran up just in time to see one of them tomahawked. While begging for her other children's lives, she was struck down and scalped with the other two children. Henry, a boy of eight or ten, was taken from the house, presumably by a Tory neighbor, around the corner and told to run for his life. This he did but was seen by an Indian, struck with a tomahawk, scalped and left for dead. On the day following a party went from Fort Clyde to bury these victims, when they found this little boy still alive and able to tell of the tragedy of the day before. He was an intelligent child and said he was running to get back of the barn and so into the woods. He said: "I should have escaped but an Indian met me between the house and the barn, who knocked me on the head with his hatchet and pulled out my hair," meaning that he had been scalped, of the details of which operation he was evidently ignorant. This brave little Knouts boy was taken to Fort Clyde and carefully treated and, after his wounds had nearly healed, he took cold and died. The mother was found lying in the dooryard with the three children murdered with her in her arms. Thus Indians sometimes disposed of their slain, before firing a dwelling, as supposed to strike a greater terror to living witnesses of their hellish cruelty. Her scalp was hanging on a stake, where the Indians had left it, evidently having forgotten it in their great haste to surprise other families. There is a tradition that the Indian who slew her took from her hand a ring having on it a Masonic emblem, discovering which he said: "Had I known the squaw had on such a ring, I would not have harmed her." It is needless to say the buildings on the Knouts place were burned and thus an entire family and their home were wiped out by almost incredible savagery. John Abeel, the Indian trader mentioned elsewhere, had married a Knouts girl, who was probably a relative of this family.

In the general destruction of the Dutchtown settlements in Minden, to the surprise of everyone, the house of George Countryman remained unharmed, since it was well known that there was not a more stanch Whig in the neighborhood. The circumstance remained a mystery until the close of the war. He had a brother who had followed the Butlers and Johnsons to Canada, who was with the Minden marauders. He was a married man and, supposing his wife was at his brother's house, induced the raiders to spare it. After the war this brother in Canada wrote

George Countryman that had he known at the time that his own wife was not in it, he would have seen that smoke with the rest.

The house of Johannes Lipe, very near Fort Plain, was saved from plunder and fire by the courage and presence of mind of his wife. She had been busy all the evening carrying her most valuable articles from her house to a place of concealment in the ravine near by. The last time she returned she met two prowling Indians at the gate. She was familiar with their language and, without any apparent alarm, enquired of them if they knew anything of her two brothers who were among the Tories who had fled to Canada. Fortunately the savages had seen them at Oswegatchie and, supposing her to be a Tory likewise, they walked off and the house was spared.

The families of Freysbush who were accustomed to seek safety in Fort Clyde were Nellis, Yerdon, Garlock, Radnour, Dunckel, Wormuth, Miiler, Lintner, Walrath, Lewis, Wolfe, Failing, Schreiber, Ehle, Knouts, Westerman, Brookman, Young, Yates and a few others. From the Knouts house the savages went to the home of Johan Steffanis Schreiber, who discovered them approaching and made his escape. They made prisoners of his wife and two or three small children and led them into captivity, a fact recorded on a family powder horn, which is now owned by the state.

Nancy Yerdon was married to George Pletts and lived on a farm owned in 1882 by Philip Failing. She had given birth to twins a few months previous, one of whom had died, and had several other children. The family were living at Nancy's father's house, that of John Caspar Yerdon. On the day of the raid she went to the vicinity of a spring at some distance to dig potatoes for dinner, leaving her nursing child in a cradle in the house. While at work an Indian made her a prisoner and hurried her away to where other captives were being rounded up. The Yerdon house, for some reason, was not approached. After several small war parties were assembled, with their captives, a shower came up and the party took refuge behind a haystack. Here the savages conferred and decided to kill their prisoners if they had to abandon them. Mrs. Pletts, as the weather was warm, was clad only in an undergarment and a skirt, not even having on the accustomed short gown of that period, and thus scantily clad was compelled to travel all the way to Canada. The infant left in the cradle was named Elizabeth and grew up and married Henry Hurdick, who was a jockey on the local racetracks of that day. Maria Strobeck, a "sprightly girl just enter-

ing her teens," was also captured with her father at a clearing where they had gone to get some ashes near the Failing farm in the vicinity of Mrs. Pletts, and went with the party as the latter did to Canada. On their way to Canada, Mrs. Pletts and the Strobeck girl, toward whom the former acted as foster mother, were scantily fed. On her return, Mrs. Pletts told her friends that on their long, weary journey they came to a brook in which they caught several small fish which they ate raw, and, although they were wriggling in their mouths, they proved a luxury. On arriving in the Canadian country they were taken into separate Indian families; and, finding many unclean dishes, Mrs. Pletts, who was a tidy woman, voluntarily scoured them clean and kept them so. This act very much pleased the Indians, who treated her afterward with marked kindness. She felt it still her duty to keep a parental eye on Miss Strobeck. Finding her romping with the young Indians, the married woman tried to persuade her to leave them, but "she was so happy with them she would give no heed to the counsel of Mrs. Pletts. Indeed she became so infatuated with the novelty of Indian life that she could not be persuaded to be included in the exchange of prisoners and did not return with Mrs. Pletts when she might. Some six or eight years after the war her father journeyed to Canada and found her, but she could not be prevailed upon to return home with him; and it was supposed she subsequently took an Indian husband and remained there." While among the Indians, Mrs. Pletts was given a sewing needle, which she boasted of using for years after her return and which she prized very highly. Among the prisoners who came back from Canada were Mrs. Pletts and John Peter Dunckel. Years later, when they were well along in years and were then widow and widower, they concluded to unite their fortunes, and came on foot to Dominie Gros, who then lived in Freysbush. And so they were married and none of the ten grown-up children of the couple by former marriages objected or ever considered this unconventional marriage of the old folks as a runaway match. It was an agreeable pastime for the young to hear the old couple relate stories of the war, their own perils included.

Mrs. Dyonisius Miller was made a prisoner in the Freysbush settlement. She had with her a small nursing child. She was placed on a horse which was led by an Indian to Canada. Although the savages generally came down in large bodies, they usually returned in small parties; and prisoners taken near together often journeyed with different captives, some of them not meeting again until their return. As the party of which Mrs.

Miller was one became straitened for food, she had but little nourishment for her infant child and, as it cried from weariness and hunger, an Indian more than once came back, hatchet in hand, to kill it, but pressing it to her breast, she would not afford him the desired opportunity. Indians dislike intensely the sound of a crying child. To save her darling, Mrs. Miller kept almost constantly nursing it or attempting to, until her breast became so sore as to cause her great agony. But she saved the life of the infant girl and brought it back safely to her old home, when released. This child, when grown to womanhood, married William Dygert.

Henry Nellis lived near Fort Clyde, upon whose land the post was erected, with his son, George H. Nellis. The latter became a general of militia and man of considerable prominence at a later day. On the day of the raid they both fled to the fort pursued by a party of Indians. At a shot the son caught his foot in some obstruction and fell, his father thinking him killed. The younger man jumped up and both got inside the stockade in safety. A bullet hole through the son's hat showed that the fall had saved his life.

Adam Garlock was riding his horse, when the beast scented the Indians, as horses frequently did in those days. Garlock, thus warned, saw a party of Indians approaching, wheeled his horse about and galloped in safety to Fort Clyde amid a storm of bullets. "This circumstance is said to have aided him in procuring a $40 pension, of which bounty he felt quite proud."

At this invasion of the enemy Elizabeth Garlock was scalped and left for dead on the river road above Fort Plain. She supposed the deed was done by a Tory named Countryman, who had been a former neighbor. He was painted as an Indian. Tories were often called "blue-eyed Indians." Elizabeth Garlock recovered and later married Nicholas Phillips and died at Vernon, New York, at the age of 80 years.

John, son of Thomas Casler, who was an early settler of Freysbush, was captured. On the way to Canada, the prisoners were bound to trees nights, and one night the carelessness of the Indians set the leaves on fire. As the flames neared Casler, he called to the savages to release him. A Tory, in the raiding party, named Bernard Frey, who knew the prisoner well, said to the Indians, "Let the damned rebel burn up." The red men, however, were more humane and saved Casler. A night or two later Casler escaped and, rightly supposing the savages would search for him on the back track, he ran back a short distance and hid to one side

of the route. Here he remained while his foes pursued him back and until their return. Then in safety he returned to the ashes of his home. Casler always said, in after life, that he would shoot Bernard Frey on sight; such was the feeling engendered among next-door neighbors around Fort Plain by this murderous warfare. Casler entertained no love for the Indians and, during a subsequent deer hunting trip, killed a red man on a Schoharie mountain.

Warner Dygert was murdered on his farm at the west end of the Canajoharie district. He was a brother-in-law of Gen. Nicholas Herkimer, and kept a tavern at Fall Hill. Dygert, with his son Suffrenas, started out to make a corn crib, carrying a gun as was the universal custom in those days. His movements were watched by four Indians. He set down his gun and, with his tinder box and flint, lit his pipe. Just then he was shot down and scalped. The little boy was taken to Canada, finally returning in the same party with Mrs. Pletts and Mr. Dunckel, before mentioned, and other captives from the Canajoharie district. The younger Dygert finally removed to Canada.

Jacob Nellis of Dutchtown was journeying to Indian Castle on the day of the raid. He was shot down opposite East Canada Creek. His father, who was called the oldest man of the name, saved himself by a ruse. As the Indians approached the house, the old man shouted at the top of his voice: "Here they are, boys! March up! March up!" and the savages fled, fearing the house was fortified. A German doctor and his wife, named Frank, were killed in Dutchtown. Frederick Countryman was stabbed with a spear nineteen times and killed. Brant expressed regret at this and coming up and seeing the corpse made the typical Indian remark: "It is as it is, but if it had not been, it should not happen." An old man named House was captured and killed because the savages thought him too old to bother with on the Canadian march. A girl named Martha House was captured thinly clad and taken to Canada, reaching there after the long, hard journey in an almost naked condition. Her Indian captor treated her kindly. On her return she married a man named Staley, who had also been a Canadian captive.

Regarding Brant, during this raid the following comes from an early writer, Rev. Dr. Lintner, born in the locality and who knew the people and circumstances: "He [Brant] occasionally exhibited traits of humanity which were redeeming qualities of his character. On the evening of the day when the Canajoharie settlement was destroyed by the Indians, some 12 or 15 women

were brought in as prisoners. Brant saw their distress and his heart was touched with compassion. While the Indians were regaling themselves over their plunder—dancing and yelling around their camp fires, Brant approached the little group of terror-stricken prisoners and said: 'Follow me!' They expected to be led to instant death but he conducted them through the darkness of the dreadful night to a place in the woods some distance from the Indian camp, where he ordered them to sit down and keep still until the next day, when the sun should have reached a mark which he made on a tree, and then they might return home. He then left them. The next morning, a little before break of day, he came again and made another mark higher on the tree and told them they must not set out till the sun had reached that mark; for some of his Indians were still back, and if they met them they would be killed. They remained according to his directions and then they safely returned to the settlement." The Rev. Mr. Lintner said in a historical address: "Much of the bitter feeling which existed in this country against the mother country, after the Revolution, was engendered by that inhuman policy which instigated the savages to make war upon us with the tomahawk and scalping knife. The bounty offered for scalps was horrible. It stimulated the savages to acts of barbarity and was revolting to the moral feelings and social sympathies of all civilized peoples."

The raiders, after their work of massacre and rapine, camped at a ravine a little to the west of Starkville, still known locally as Camp Creek (because Colonel Dubois and his troops had camped there in 1779, when they formed the Clinton's right wing on his march to Otsego Lake). Here the raiders intended to rest a few days and recruit for their long trip on the return. Brant's stay here was shortened by the approach of the militia, but at least part of his force was in the Minden vicinity two or three days. This shows the retreat of the Tory and Indian forces to have been back up the Otsquago Valley to the headwaters of the Susquehanna and from thence into the Iroquois country.

There is at least one personal experience related of a soldier who probably accompanied Gansevoort's troops to Fort Stanwix, which expedition resulted in the Canajoharie district raid. In the spring of 1780 Jacob Shew went for one of "a class", as then termed, in Capt. Garret Putman's company, for the term of nine months, part of which time he was on duty at Fort Plank. The ranger service often called troops from one post to another. Shew was one of a guard of about a dozen men sent with a drove of

cattle from Fort Plain to Fort Stanwix. While encamped near the village of Mohawk they were fired upon in the dark and several Americans were wounded. The fire was promptly returned and there was no reply from the enemy. Shew was also one of a guard sent up the Mohawk with several boats loaded with provisions and military stores. These boats, at that time, were usually laden at Schenectady and came to Fort Plain, where an armed guard was detailed to escort them up the valley. The troops went along the shore and at the rapids had to assist in getting the boats along, which were laid up nights, the boatmen encamping on the shore with the guard.

The aim of these British and Indian raids was to destroy the supplies of Tryon County patriots and crumple back the frontier.

Fort Plain must have been a scene of tragedy enough to wring the stoutest heart. It was manned by a tiny garrison which feared, at any time, its utter annihilation and filled with men, women and children, all of whom had lost their homes and many of whom mourned part or all of their families as dead or captured. Their grief was not mitigated by resentment toward the act of the officials who had left unguarded one of the richest granaries of the opulent valley, to insure the safety of a few boatloads of provisions and supplies.

What was true of Fort Plain was also true of the other posts of the Canajoharie districts, Forts Windecker, Plank and Clyde. Fort Willett was not then constructed. They were all crowded with the survivors of their neighborhoods. The Canajoharie district was thickly settled for that time and that portion of it comprised within the present town of Minden was particularly so, with its fertile Freysbush and Dutchtown sections. It was owing to the very complete chain of fortifications hereabouts that the greater part of the population escaped massacre. The people of Palatine also gathered in Fort Paris and Fort Kyser, and all up and down the valley, the population, left undefended by the absence of their military force, fled to neighboring forts. The fortified and palisaded farmhouses must almost have been crowded by a panic-stricken population and it was only these few well-defended places that escaped destruction.

Simms gives an account of the fortified houses of this section which are here summarized as follows:

In Canajoharie Township: Fort Ehle; Van Alstine house, Canajoharie; Fort Van Alstyne (house of Gose Van Alstyne now destroyed), Canajoharie; Fort Failing.

In Palatine: Fort Frey, Fort Wagner, Fort Fox, Fort Kyser.

In St. Johnsville: Fort Hess, Fort Klock, Fort Nellis, Fort Timmerman, Fort House (a little below East Creek).

* * * * *

Mrs. W. W. Crannell, an Albany writer, in her "Grandmother's Childhood Tales", gives a picture which might well pass and as well be that of the Minden family during the night of the raid of August 2nd. This account also gives a picture of a Mohawk Valley farm home in the early nineteenth century and the whole is here included:

Seventeen miles from my own home in the county of Herkimer, was situated the old home in which my mother was born. With the exception of Santa Claus, there was nothing looked forward to so eagerly or from which we anticipated so much pleasure as the semi-annual visit to this old homestead. After we left the main road, we drove along a private road or lane, that made its way from one main road to another; a sort of short cut of two or three miles, through the lands of several farmers whose houses were built, as the farmhouses of that period were wont to be, in the center of the farm. When we reached the dooryard, we unbarred the gate and drove through a flock of hissing geese and quacking ducks, up to the back or porch door. The noise of the geese would call grandmother to the door, and her bright, cheery face, crowned with its wealth of snowy, white hair, would appear at the upper half of the door, which was flung open while her trembling fingers were unfastening the lower half. How well I remember the old house, with its porch or "stoop", through which we passed into the "living room". The red beams overhead were filled with pegs, upon which were hung braided ears of corn, stumps of dried apples, or other homely articles which had not been put in winter quarters yet. And then the fireplace—such corn and potatoes as we roasted in its ashes. How often we sat before its cheerful blaze and drank sweet cider and ate apples, while we listened to our elders' tales, until Morpheus wooed us to his embrace. And what fun it was to climb into bed. First to pull the curtains back, and then throw down the blue and white spread, the flannel and the linen sheets, all homespun. If it was cold, the warming pan was placed between the sheets, and then, getting upon a chair, we stept upon the chest near the bed, and with the aid of mother and a "one, two, three", in we went, down, down, down into the soft warm feather beds. Did we ever sleep such a sleep as that in after years?

But I digress; this is not what I set out to relate. When mother and aunts were out visiting the neighbors then grand-

mother (Nancy Keller), taking knitting, would sit down before the fire and talk of her girlhood.

"Those were hard and dreadful times," she would say. "Some of them I do not remember, as I was a baby when they transpired, but my mother (Moyer) told me that often she would wake up in the middle of the night and hear the sound of a horn, and a man's voice crying out 'To arms! To arms!' Father would run for his musket, and mother would take me in her arms and with my two brothers clinging to her dress, start for her shelter in the woods. All the farmers had some place of safety for their families to run to in case of an alarm. Ours was a hollow place in the woods between some trees. It was just big enough for us to lie down in, and the boughts and underbrush at the sides had been arranged to hide it from the savage eye. One night we had gained the place in safety, our way to the woods being lighted by fires from burning hay-stacks and buildings. I had been ill and I moaned and cried, while my brothers law down as close to mother's side as possible. All at once we heard soft footfalls on the leafy ground; then an Indian passed quickly with a lighted torch, then another and another; how many was never known for we could see them so plainly through the boughs placed over us, that we closed our eyes in fear and scarcely breathed. Yes 'we', for I ceased crying and nestled close on mother's breast. How long did we lie there? We never knew. Measured by what we endured it was ages before we heard father's voice calling, 'All right, come out,' and what must mother have suffered? Every gun shot might be the death call of her husband; every footfall and quick passing shadow, be death personified for her. And when the footfall ceased near her hiding place and the shadow remained stationary, when one cry of the baby in her arms or the children at her side were messengers of instant and horrible death; when at last the shadow started and the feet gave a headlong bound, and a fearful whoop rang out upon the stillness about her; what wonderful control of her nerves she must have had, not to betray her presence by the least movement, and how well we learned, even to the baby, to sustain a rigid silence."

* * * * *

John Abeel was born in Albany about 1724. He was an Indian trader among the Senecas, where he met the "beautiful daughter of a Seneca chief" and by her had a son who became the celebrated Cornplanter. He was forced by Sir. William Johnson to give up his business among the Iroquois because his traffic in rum produced so much drunkenness and misery among them. In or

shortly after 1756 he settled at the beginning of the Dutchtown road in the Sand Hill section and built himself a stone house. His grandson, Jacob Abeel, built here the present substantial brick house about 1860. John Abeel settled upon lands secured by patent to Rutger Bleecker, Nicholas Bleecker, James Delancey and John Haskoll, in 1729. They secured 4,300 acres in a body along the Mohawk on each side of the Otsquago and extending up the creek several miles. In 1759 John Abeel married Mary Knouts. At the time of the Minden raid—Abeel was captured by the Indians. He was taken on the flats, between the house and the river. The family were preparing dinner and the table was set with food upon it, when an alarm gun at Fort Plain caused the women and children to run to that near-by shelter.

Arriving at the Abeel house and finding a good dinner before them, the savages sat down and finished it. Some of the Indians brought out food and sat upon a wagon, which stood before the door, to eat it. Henry Seeber, who was in the fort and had a good gun, took a shot at them although they were almost out of range. There was a commotion among them immediately and they scattered at once. Some of them fired the dwelling before leaving. As bloody rags were found about later it was evident that Seeber's bullet found a mark.

It is believed that Cornplanter did not know of his father's captivity under several hours, when some war parties came together not very distant from the river. He had not been a prisoner long when he asked in the Indian tongue: "What do you mean to do with me?" This led at once to the inquiry as to his name and where he learned the Indian language. These things becoming known among the savages, it was not long before Abeel was confronted by a chief of commanding figure and manner, who addressed him: "You, I understand, are John Abeel, once a trader among the Senecas. You are my father. My name is John Abeel, or Gy-ant-wa-chia, the Cornplanter. I am a warrior and have taken many scalps. You are now my prisoner but you are safe from all harm. Go with me to my home in the Seneca country and you shall be kindly cared for. My strong arm shall provide you with corn and venison. But if you prefer to go back among your pale-faced friends, you shall be allowed to do so, and I will send an escort of trusty Senecas to conduct you back to Fort Plain." The chief's father chose to return, and early in the evening a party of Senecas left him near the fort. At the close of the war Abeel erected another house on the site of his burned dwelling. The trader had shown signs of

insanity even prior to the war, and after that time, in one of his spells of insane anger, shot one of his Negro slaves through the head, killing him. Neighbors went to arrest him but he seated himself in his door with his rifle and threatened to shoot the first one who attempted his arrest. At the first opportunity he was taken in charge but was not put on trial for the murder, as his unbalanced condition was so marked. As there were no asylums in those days, he was chained to the floor in a room of his own house. Abeel had periodical fits of being very ugly and troublesome and, on such occasions, he would clank his chain and continue a kind of Indian war dance nearly all night. He was handed his food through a small hole with a slide door cut in the wall. As he advanced in years and became enfeebled he was allowed to wander about his farm, and on one of his rambles, he was gored to death by a bull. His death was recorded by Rev. D. C. A. Pick of the Reformed Dutch Church of Canajoharie (now Fort Plain), as follows: "John Abeel, gestorben den 1 December, 1794, alt 70; beerdigt den ejusd mensis anni alt in Michael."—John Abeel died 1 December, 1794, buried the 3, same week, same month and year; aged in the day of St. Michael 70 years.

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On August 10, 1780, Adam Crysler and a band of Indians entered Vrooman's land, on the Schoharie, and laid the broad interval in waste and bathed its soil with the blood of age and youth.

Simms' account is as follows:

In 1780 the savage tread of Adam Crysler with a band of seventy-three Indians almost naked and five Tories, Benjamin Beacraft, Frederick Sager, Walter Allet, one Thompson, and a mulatto commanded by Brant—approached Vrooman's land in the vicinity of the upper fort, about 10 o'clock in the morning. They entered the valley on the west side of the river, above the Onistagrawa, in three places, one party coming down the mountain near the late residence of Charles Watson, another near the Jacob Haines place, then the residence of Tunis Vrooman, and the third near the dwelling of Harmanus Vrooman, who chanced to be with his family in the middle fort.

Captain Hager had gone, on the morning of that day, to his farm attended by a guard, to draw in some hay, nearly seven miles distant from the Upper Fort, the command of which then devolved on Tunis Vrooman, captain of the "Associated Exempts". Although the citizens of Schoharie had huts at the several forts where they usually lodged nights, and where their

clothing and most valuable effects were kept during the summer, the female part of many families were in the daily habit of visiting their dwellings to do certain kinds of work, while their husbands were engaged in securing their crops. On the morning of the day in question, Captain Vrooman also returned home to secure wheat, accompanied by his family, his wife to do her washing. The command of the garrison next belonged to Ephraim Vrooman, a lieutenant under Captain Hager, but as he went to his farm soon after Captain Vrooman left, it finally devolved on Lieut. William Harper, who had not a dozen men with him in the fort. The wife of Lieutenant Vrooman also returned home to do her washing.

Captain Vrooman, who had drawn one load of wheat to a barrack before breakfast, arose on that morning with a presentiment that some disastrous event was about to happen, which he could not drive from his mind, and he expressed his forebodings at the breakfast table. Four riflemen called at his house and took breakfast with him, but returned to the fort soon after, to attend the roll-call. Captain Vrooman's family consisted of himself, wife, four sons (John, Barney, Tunis and Peter), and two slaves, a male and female. After breakfast Captain Vrooman and his sons drew another load of wheat to the barrack. While unloading, he stopped repeatedly to look toward the surrounding hills. The grain had not all been pitched from the wagon before his worst fears were realized; descending from the flats near by was a party of hostile savages. He descended from the barrack, not far from which he was tomahawked, scalped, and had his throat cut by a Schoharie Indian, named John, who stood upon his shoulders while tearing off his scalp.

Many of the old Dutch dwellings in Schoharie (the side doors of which were usually made in two parts, so that the lower half of the passage could be closed while the upper half remained open) had a kitchen detached from them, and such was that of Captain Vrooman. His wife was washing in a narrow passage between the buildings, when she was surprised and stricken down. After the first blow of the tomahawk, she remained standing, but a second blow laid her dead, at the feet of the Indian, who also scalped her. The house was then plundered and set on fire, as was the barn, barracks of grain, hay, etc., and the three boys, with the blacks, made captives. Peter, who fled on the first alarm and concealed himself in some bushes, would probably have escaped the notice of the enemy, had not one of the blacks made known his place of concealment; he was captured and taken along

for a short distance, but crying to return, he ran to a fence, to which he was pursued by a Tory, Beacraft, who caught him, and placing his legs between his own, bent him back and cut his throat; after which, he scalped and hung him across the fence. Vrooman's horses were unharnessed and given to the boys to hold as were several more, when the Indians were plundering, killing cattle and other animals, and burning other buildings. While the Indians were shooting hogs in the pen, a ball went through it and lodged in the calf of John's leg which instantly brought him to the ground. The horses then ran toward the river and two of them were not recaptured.

The party which entered the valley at the dwelling of Colonel Vrooman was led by Brant in person, who hoped to surprise the rebel colonel; but the services of that brave man were to be spared to his country. His family were also at the middle fort. From the dwelling of Colonel Vrooman, which was a good brick tenement, and to which was applied the torch of destruction, Seth's Henry (with whom the reader has some acquaintance) led several of the enemy to the dwelling of Lieutenant Vrooman, which stood where Peter Kneiskern formerly lived. His family consisted of himself, wife Christina, sons of Bartholomew and Josias E., and daughters Janett (four years) and Christina (an infant), two Germans, Creshiboom and Hoffman (captured at Burgoyne's surrender), and several slaves; the latter, however, were at work near the river and escaped. On hearing the alarm, Vrooman ran to the house, caught up his infant child and fled to the cornfield, between the Onistagrawa, followed by his wife leading her little daughter, said to have had long and beautiful hair for a child. He seated himself against the trunk of a large apple tree, and his wife was concealed a few rods from him in the thrifty corn. The road is now laid between the orchard and the mountain, but at the period of which I speak, it passed over the flats east of the dwelling. His family, no doubt, would have remained undiscovered had Mrs. Vrooman continued silent; but not knowing where her husband was, and becoming alarmed, she rose up and called to him in Low Dutch: "Ephraim, Ephraim, where are you, have you got the child?" The words were scarcely uttered when a bullet from the rifle of Seth's Henry pierced her body. When struggling upon the ground, he addressed her in the Dutch tongue as follows: "Now say—what these Indian dogs do here." He then tomahawked and scalped her.

While Seth's Henry was killing and scalping Mrs. Vrooman, the Tory Beacraft, dressed as an Indian, killed her little daughter

with a stone, and drew off her scalp; in the meantime a powerful Indian directed by her call to her husband's place of concealment, approached him and thrust a spear at his body, which he parried, and the infant in his arms smiled. At the third blow of the spear, which was also warded off, the little innocent, then only five months old, laughed aloud at the supposed sport, which awakened the sympathy of the savage, and he made Vrooman a prisoner. His sons and the Germans named were also captured.

Upon the top of this mountain (called by some Vrooman's Nose), which afforded a fine prospect of the valley, the enemy were often secreted to watch the exposed citizen.

John Vrooman, who dwelt where Bartholomew Vrooman afterwards lived, was captured, as were his wife and five children. His house was set on fire but was put out. Adam A. Vrooman, who lived where Josias Vrooman did in 1845, fled to the Upper Fort, three-fourths of a mile distant, after being twice fired upon by the enemy. He had a pistol, and when the enemy gained upon him he presented it and they would fall back, but renewed the chase when he set forward. He was pursued until protected by the fort. On his arrival he was asked how he had escaped; his answer was: "I pulled foot!" From that day to his death he was called "Pull Foot Vrooman". His wife was made a prisoner.

Simon Vrooman, who resided where Adam P. Vrooman formerly did, was taken prisoner, as were his wife and son, Jacob, a boy three years old. John Daly, aged over sixty; Thomas Meriness, and James Turner, young men; Abbey Eliza Stowits, a girl of seventeen summers; the wife of Philip Hoever; the widow of Cornelius Vrooman, and several slaves not mentioned, were also captured in Vrooman's Land, making the number of prisoners in all, about thirty. The five persons mentioned were all that were killed at that time. Brant might easily have taken the Upper Fort, had he known how feebly it was garrisoned.

Abraham Vrooman, who happened to be in Vrooman's Land with his wagon, on which was a hay-rack, when the alarm was given, drove down through the valley and picked up several of the citizens. On arriving at the residence of Judge Swart, who lived in the lower end of the settlement, he reined up and called to Swart's wife, then at an oven a little distance from the house, "Cornelia, jump into the wagon, the Indians are upon us." She ran into the house, and snatched up her infant child from its cradle, returned, and, with her husband, bounded into the wagon, which started forward just before the enemy, tomahawk in hand,

reached their dwelling. Vrooman had a powerful team, and did not stop to open the gates, which then obstructed the highway, but drove directly against them, forcing them open. Passing under an apple tree, the rack on his wagon struck a limb, which sent it back against his head, causing the blood to flow freely. He drove to the middle fort, which was also feebly garrisoned.

The destructives burned, at this place, nine dwellings and the furniture they contained, with their barns and barracks, which were mostly filled with an abundant harvest. Ninety good horses were also driven, with their owners, into captivity. Large slices of meat were cut from the carcasses of the cattle and hogs, strewed along the valley, and hung across the backs of some of the horses, to serve as provisions for the party on their way to Canada. Among the plunder was a noble stud-horse, belonging to Judge Swart, and as the Indians were afraid of him, he was given to young Tunis Vrooman to ride, who rode him all the way to Canada. His having the care of this horse caused the enemy to treat him kindly and he was not compelled to run the gantlet.

Before Seth's Henry left the settlement, he placed his war club, which he believed was known to some of the citizens, in a conspicuous place and purposely left it. Notched upon it were the evidences, as traced by the Indians on similar weapons, of thirty-five scalps and forty prisoners. No very pleasing record, as we may suppose, for the people of Schoharie, who knew that several of their own valuable citizens helped to swell the startling though no doubt authentic record of the deeds of this crafty warrior.

On the arrival of Leeck from the Upper Fort, after being so hotly pursued, John Hager (then at work on his father's place), hearing the alarm gun of the fort, mounted a horse, and rode up and informed Captain Hager that the buildings were on fire in the valley below. The hay on his wagon, which he was unloading in the barn, was quickly thrown off, and the few inhabitants of that vicinity were taken into it, driven into the woods, and concealed near Keyser's kill. Henry Hager started with the wagon, when a favorite dog, then begun to bark, was caught by him, and fearing that it would betray the fugitives, he cut its throat with his pocket knife. After proceeding some distance from his house, having forgotten some article he intended to have taken with him, he returned and found it already occupied by the enemy, who made him their prisoner. He was nearly eighty years old, and as he was known to the enemy to be a firm Whig—his sons

(one a captain) and several of his grandsons all being in the rebel army—he was treated with marked severity.

The enemy, on leaving Vrooman's Land, proceeded with their booty and prisoners directly up the river. A grist mill, owned by Adam Crysler, a Tory captain, and standing on the Lower Brakabeen Creek, as called in old conveyances, which runs into the Schoharie near the residence of the late Samuel Lawyer, was sacked of the little flour which it chanced to contain, and then set on fire —the Tories, with the enemy, declaring that the Whigs of Vrooman's Land should no longer be benefited by said mill. Several fragments of the millstone used in this mill, which was an Esopus conglomerate, have been recovered from the creek since 1841, and deposited in the cabinets of geologists. The Indians, on their arrival in that part of Brakabeen, burned all of Captain Hager's buildings, and Henry Hager's barn. Henry Mattice and Adam Brown, Tories, accompanied the enemy from Brakabeen of their own accord.

The families of Captain Hager and his brothers were concealed in Keyser's kill. The wagon which carried them from their homes was left in one place, the horses in another, and the women and children were sheltered beneath a rock in a ravine of the mountain stream before named. After the women and children were disposed of, Captain Hager, taking with him his brother, Lawrence Bouck, Jacob Thomas, and several others who composed the guard mentioned, proceeded from Keyser's kill with due caution, to ascertain if the Upper Fort had been captured. It was nearly noon before Brant left the vicinity of the fort, and nearly night before the commandant and his men reached it. On the following day the party concealed near Keyser's kill was conveyed to the fort.

The 10th day of August, 1780, was one of sadness and mourning for the citizens of Vrooman's Land, some of whom lost near relatives among the slain, and all, among the captives, either relatives or valued friends; while the destruction of property to individuals was a loss, especially at that season of the year, when too late to grow sustenance for their families, to be most keenly felt and deplored. The burial of the dead took place the day after their massacre, on the farm of John Keeck, near the fort. The bodies of Captain Vrooman, his wife and son, were deposited in one grave, and that of Mrs. Ephraim Vrooman and her daughter, in another. * * *

The destroyers of Vrooman's Land proceeded in the afternoon about fifteen miles, and encamped for the night. The scalps of

the slain were stretched upon hoops, and dried in the presence of the relative prisoners, the oldest of whom were bound all night. As the party was proceeding along the east shore of the Schoharie, in the afternoon, after journeying about six miles, Brant permitted the wife of John Vrooman, with her infant child, and that taken with Ephraim Vrooman, to return back to the settlement. From the late Daniel Hager place, another evidence of Brant's humanity, was still better exemplified the following day. The reader may desire to know the fate of this child, whose infant smiles had saved its father's life. Its mother being already dead, it was necessarily weaned, but at too tender an age, and three months after, it sickened and died. On the morning of the massacre the line of march was again resumed, and when about half way from the Patchin place to Harperfield, Brant yielded to the repeated importunities of several of his female captives, and perhaps the seasonable interference of several Tory friends near, and permitted all of them (except Mrs. Simon Vrooman) with several male children—nearly one-half the whole number of captives—to return to Schoharie. Brant led the liberated captives aside nearly a half-mile to a place of concealment, where he required them to remain until night. Among the liberated captives at this place were my informant, Maria, a daughter of John Vrooman, afterwards wife of Frederick Mattice, and her sister Susanna, subsequently the wife of Hoever and their brother Bartholomew. These ladies knew Brant, who yielded to their importunities and sent them and other captives back. The female prisoners, when captured, were plundered of their bonnets, beads, ear rings, etc., which articles, of course, they did not recover. Word having been sent to Schoharie that those prisoners had been liberated, Major Thomas Ecker, Lieutenant Harper, and Schoharie John, a friendly Indian, who lived at Middleburgh during the war, were then not far from where Mrs. Vrooman had been left the preceding afternoon, with several horses. Placing three persons on a horse, they conveyed them to the Upper Fort, where they arrived just at dusk.

On the evening of the second day, the journeying party reached the Susquehanna. The prisoners were obliged to travel on foot, with the exception of Mrs. Vrooman, and the lad, Tunis Vrooman. The provisions on the journey were fresh meat after the first day, as they obtained but little flour, which was boiled into a pudding. The meat taken from Schoharie was soon fly-blown, but when roasted in the coals it was feasted upon by the hungry prisoners. They progressed slowly, because they were obliged to hunt deer,

and catch fish for food on their way, generally having enough to eat, such as it was. Fish they usually roasted whole in the coals. The parties that had been led by Brant and Quakok, the chief second in command in the Schoharie settlements, assembled at Oquago, when several hundred of the enemy, with their prisoners from the Mohawk Valley came together.

While on their journey, Lieutenant Vrooman was once led out between two Indians—one armed with a tomahawk and the other with a knife—to be murdered. Standing on a log which lay across a marsh or mire between the Indians, he addressed them in their own dialect and finally made his peace with them for some trifling offense. His life was spared. The old patriot, Hager, was cruelly treated all the way, and was several times struck upon the head with the flat side of a tomahawk.

On arriving in the Genesee Valley, Mrs. Vrooman, then quite ill, was left there. Adam Vrooman, a brother of hers, from below the Helleberg, on hearing of her captivity, paid her ransom. Some of the prisoners were twenty-two days on their journey. On arriving at the Indian settlements, they were compelled to run the gantlet, when some of them were seriously injured. A girl twelve or fourteen years old, who was among the prisoners made in the Mohawk Valley, was nearly killed, and Simon Vrooman and John Daly were so badly hurt that they both soon died after reaching their journey's end. Vrooman's widow afterwards married a man named Markell, in Canada, and remained there. Meriness was taken to Quebec, and while there, attempted, with several other prisoners, to blow up the magazine. The design was discovered, and the conspirators were nearly whipped to death—two of them did die; but Meriness finally recovered. Negro captives were seldom bound while on their way to Canada, nor were they compelled to run the gantlet. They hardly ever returned to the States to remain, generally adopting the Indian's life. A Negro belonging to Isaac Vrooman, usually called Tom Vrooman, who was taken to Canada at this time, became waiter to Sir John Johnson, and in that capacity passed through the Schoharie and Mohawk valleys in the following October. He was, however, captured by Joseph Naylor, an American soldier, near Fort Plain, and with him an elegant horse belonging to his new master, with saddle, holsters and valise.

The greater part of the Schoharie prisoners were taken to Niagara, where they remained until November, when they proceeded in a vessel down Lake Ontario. A new ship called the "Seneca" left Niagara at the same time with the commandant

of that garrison, and 360 soldiers on board. Not long after they had sailed, a terrible storm arose and, in the following night, the "Seneca" foundered and all on board were lost. The vessel contained a large quantity of provisions destined for Montreal, which were also lost. The prisoners were conveyed down the St. Lawrence in bateaus; and some of them suffered much for the want of suitable clothing, being barefooted, because the ground was covered with snow where they encamped on shore over night. They arrived at Montreal about the first of December; from which place, after a few weeks' stay, they were removed nine miles farther, to an old French post, called South Rakela, where they were confined to the summer following and then exchanged for other prisoners. While confined at the latter place, their provisions consisted, for the most part, of salt beef—not always the best kind—and oatmeal; the latter being boiled into puddings and eaten with molasses. When an exchange was effected, most of the Schoharie prisoners, with others, were sent on board a vessel to the head of Lake Champlain, where they were landed, from which place they returned home on foot, via Saratoga. They arrived at Schoharie on the 30th of August, 1781, after an absence of a little more than a year. Hager was gone eighteen months.

After the massacre of Vrooman's Land, the people on the Schoharie awoke to the needs of a strong defense on that frontier. The three forts were supplied with larger garrisons and guards and scouts were sent out to distant exposed points. These defensive measures were taken in time to be of great service during Johnson's great Schoharie-Mohawk raid, which followed Brant's and Crysler's at Vrooman's Land, only two months later.

* * * * *

Simms says that Fort Plain became the headquarters of the neighboring valley forts in 1780. Whether it was such at the time of the Minden raid is not known. Here a military escort took charge of the convoys of supplies brought up the valley on flatboats, as before stated. This would necessitate a garrison larger than at the ordinary post and the American valley commander would naturally select the post, with the largest garrison and a central location, as his headquarters. Fort Plain was the most centrally located post in the valley and it was also the point where the guard for the boats was located, so that it is probable it was the headquarters on August 2, 1780.

CHAPTER 69.

JOHNSON'S GREAT RAID.

1780—JOHNSON'S GREAT SCHOHARIE AND MOHAWK INVASION—OCTOBER 18, ATTACK ON MIDDLE SCHOHARIE FORT—TIM MURPHY REPULSES JOHNSON'S ARMY—OCTOBER 19, BATTLES OF STONE ARABIA AND KLOCK'S FIELD—VAN RENSSELAER'S INEFFICIENCY—ENEMY ESCAPES—FORT PLAIN NAMED FORT RENSSELAER—FORT PLAIN BLOCKHOUSE BUILT—FORT WILLETT BEGUN.

In the fall of 1780 an invading force under Sir John Johnson, Joseph Brant and the Seneca chief Cornplanter, ravaged the Schoharie and Mohawk valleys. The battles of Stone Arabia and Klock's Field were fought and the enemy escaped, after a defeat at the latter place. They would have been crushed or captured by the pursuing American force had it not been for the complete inefficiency of the militia commander, Gen. Robert Van Rensselaer. Practically every town of Montgomery County was concerned in this campaign, either being the scene of ravages by Johnson or the march of and battles of the patriot force. The object of this Tory and Indian raid, like all others, was to destroy completely the houses, barns and crops of all the Whigs along the Schoharie and Mohawk. By destroying or plundering the country of all supplies the enemy hoped to weaken the resistance of the frontier. This raid was particularly destructive to the Schoharie country. It followed within six months of Johnson's Johnstown raid and within three months of Brant's terrible Fort Plain foray of August 2, 1780. Thus did blow after blow fall upon the suffering but valiant people of the Mohawk.

At Unadilla, Brant and Cornplanter, with their Indians, joined Johnson and his force, which consisted of three companies of the Royal Greens, one company of German Yagers, 200 of Butler's rangers, a company of British regulars and a party of Indians. The total force must have approximated 800 men or more. Sir John and his army came from Montreal, by way of Oswego, bringing with them two small mortars and a brass three-pounder, mounted on legs instead of wheels and so called a "grasshopper". This artillery was mounted on pack horses.

The plan of the raiders was, upon reaching the Schoharie, to pass the upper of the three small forts on that stream, by night

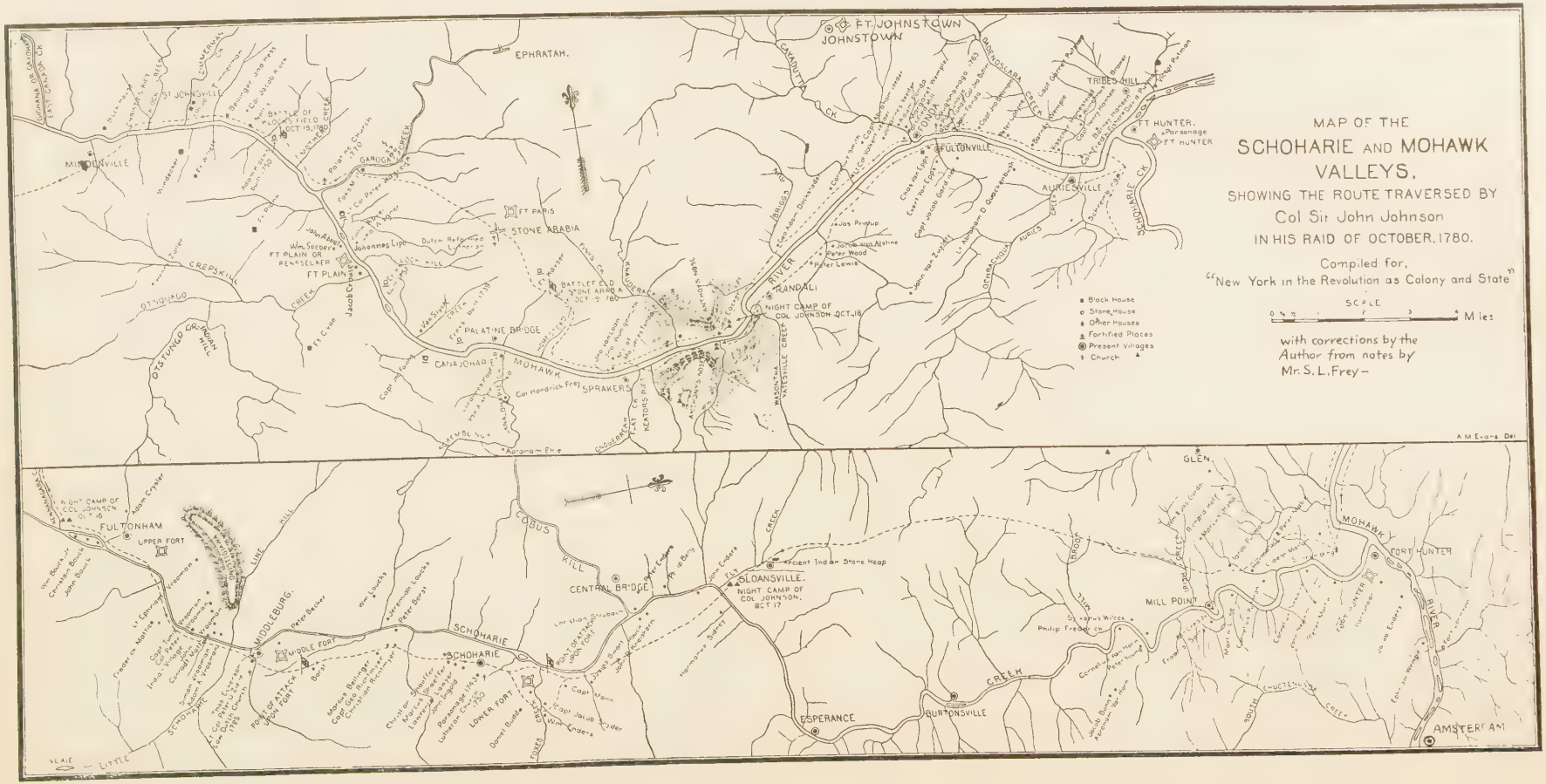
and unobserved; to destroy the settlements between there and the Middle Fort and attack the latter in the morning. This plan was carried out October 16, the homes of all but Tories being burned. The Middle Fort was bombarded without effect and the enemy then moved down the Schoharie to Fort Hunter, making a feeble attack on the Lower Fort by the way.

All buildings and hay stacks belonging to Whigs were burned and their cattle and horses appropriated. One hundred thousand bushels of grain were thus destroyed and (says Beers) nearly 100 settlers were murdered. The Whigs were so roused over the destruction of their property that, after the enemy disappeared, they fired the buildings and crops of their Tory neighbors, which had been spared, and the ruin along the Schoharie was thus complete. Frothingham's (in Beers History) figures of the killed, in the Schoharie-Mohawk raid, seem to be overdrawn, even if those slain in the battle of Stone Arabia are included. Perhaps 75 American soldiers and settlers, killed by Johnson on October 17, 18 and 19, would be nearer the correct number.

Every Tory along the Schoharie frontier had knowledge of Johnson's projected invasion. A majority of them were ready to unite with the invaders, regardless of their former oaths of patriot allegiance. They were, as everywhere else, assured of sharing in the sale of the property of the Whigs, in case of British success. In addition to this, the Schoharie Tories had the inducement of pay for military service, all booty taken from the "rebels" and most of them were ready to take scalps—men's, women's and children's—at $8, or more, per scalp.

The news of the threatened invasion by Johnson's band soon came to the ears of the patriot leaders and commanders along the Schoharie River, and preparations were made to meet it. The following account of Johnson's raid along the Schoharie is from Vrooman's "Schoharie Valley Lore":

Each fort was well supplied with all necessaries with the exception of gunpowder at the Middle Fort. The day of Johnson's arrival was the 17th day of October, 1780. Sir John Johnson, son of Sir William, the builder of Johnson Hall, near Johnstown, N. Y., who, just before the war started, sided with the English and moved to Canada, collected at Lachine, near Montreal, Canada, 800 British troops to make preparations for destroying Schoharie and the Mohawk valleys. They ascended the St. Lawrence to Lake Ontario, and Oswego, and from this point crossed the country to the Susquehanna River, where they were joined by a large party of Tories and Indians under the famous


MAP OF THE
SCHOHARIE AND MOHAWK
VALLEYS.
SHOWING THE ROUTE TRAVERSED BY
Col Sir John Johnson
IN HIS RAID OF OCTOBER, 1780.
Compiled for,
"New York in the Revolution as Colony and State"
SCALE
Miles
with corrections by the
Author from notes by
Mr. S. L. Frey –
A M Evans Del
FT. JOHNSTOWN
JOHNSTOWN
EPHRATAH.
MINDENVILLE
FULTONVILLE
AURIESVILLE
TRIBES HILL
FT HUNTER.
Parsonage
FT HUNTER
FT PARIS
STONE ARABIA
FT PLAIN
CANAJOHARIE
PALATINE BRIDGE
SPRAKERS
RANDALL
NIGHT CAMP OF
COL JOHNSON OCT 18
FULTONHAM
UPPER FORT
MIDDLEBURG.
MIDDLE FORT
SCHOHARIE
LOWER FORT
COBUS
KILL
CENTRAL BRIDGE
SLOANSVILLE.
NIGHT CAMP OF
COL JOHNSON.
OCT 17
Ancient Indian Stone Heap
ESPERANCE
BURTONSVILLE
GLEN
MOHAWK
FORT HUNTER
MILL POINT
AMSTERDAM
Black House
Stone House
Other Houses
Fortified Places
Present Villages
Church

warrior, Joseph Brant, who had marched from Niagara to join Johnson at this place. Tradition says several hundred of the Indians who left Niagara with Brant returned, owing to a quarrel. Johnson's object in making this long journey so late in the season was to ravage the beautiful valleys, when the crops of the farmers were secured and could be burned and, if possible, to capture and destroy the three Schoharie forts. Sir John had with him two small mortars and a brass three-pounder, called a grasshopper from the circumstances of its being mounted upon iron legs instead of wheels. These pieces of ordnance were transported through the woods on pack horses. Every soldier and every Indian was provided with eighty rounds of ammunition.

The Indians never breathed more fiercely for vengeance than at this time and they went forth upon the warpath with a determination that nothing should impede their march or prevent their depredations.

From Charlotte River, the eastern branch of the Susquehanna, the enemy proceeded toward the Schoharie, and, passing down Panther Creek, arrived near its shore on the evening of October 16th, and encamped just above Panther Mountain, on the west side of the river, near the upper end of Vrooman's Land.

A few days previous to this Colonel Vrooman had sent Marcus Bellinger, the supervisor, to Albany to procure a wagon load of ammunition, in anticipation of such an event. Bellinger was detained in the city from some cause, but arrived in safety at the Lower Fort, on the evening of the 16th.

Colonel Johnson intended to resume his march sufficiently early on the morning of the 17th to pass the Upper Fort, situated about three miles from his encampment, unobserved, and arriving at the Middle Fort just at daylight, surprise and capture it; supposing, with every good reason, that the possession of it would soon cause the surrender of the other two more feebly garrisoned. The enemy passing along the bank of the river, crossed it nearly opposite, and not one-third of a mile distant from the Upper Fort. Owing to some unknown delay, the troops were not in motion as early as they had intended, and the rear of the army was yet upon the bank of the river when Peter Feeck, who had started to go after cows just as the day began to dawn, discovered it and notified a sentinel, who discharged his musket. The troops were instantly called out and Captain Hager, its brave commander, ordered the gun to be fired to give warning to the Middle Fort, which was quickly answered by the other forts. As the boom of the gun echoed down the romantic valley, it was

immediately answered by the Middle Fort. Again was the stillness broken by the reverberation. Nearly with lightning speed it aroused the inmates of the old stone fort, who in turn made the hills answer back, "We are ready!"

Capt. Jacob Hager and Joseph Harper, both men of acknowledged courage, with two companies of troops, numbering, it is believed, less than one hundred men, were in this fort at the time. The command of the garrison devolved upon Captain Hager, the senior officer, who sent a party of volunteers to the river early in the morning. Among them were Henry Hager, his son, Lawrence Bouck and Isaac Vrooman. They saw several of the enemy on the opposite shore, and crossed the river to capture an Indian who lagged behind his fellows. As they approached him he fired upon them, the ball striking the powder horn of Vrooman. When they drew up to fire, he sprang behind a tree, which received three of the bullets discharged at him. He then fled, abandoning his horse, a poor black mare, with a heavy pack on, which, with a sore back, was taken to the fort.

The Middle Fort was the headquarters during the war, and usually the residence of the principal commandant of all three.

The Middle Fort, at the time of Johnson's 1780 raid, was under the command of Major Woolsey, a Continental officer, unfitted for the important duties of the station he held, who is said to have been a broken officer before he went to Schoharie. Colonel Vrooman was fortunately in the fort, as were Lieutenant-Colonel Zielie and Maj. Thomas Ecker, officers belonging to his regiment. The fort was garrisoned by about two hundred Continental troops, or nine months men, as then called, and between one and two hundred militia.

Some of the citizens and soldiers were already up at the Middle Fort, and, hearing the alarm gun of the fort above, the drums were quickly beating to arms. Livingston, an officer of the artillery, was looking for a flint and steel to respond to the evidence of danger when Susannah Vrooman ran to the house and brought him a live coal, with which the gun was instantly fired. The voice of a brass nine-pounder was thrice responded to from the Lower Fort and war's thunder rolled along the valley. The discharge of the alarm guns at the forts became the signal for the foe to apply the incendiary torch, which was accordingly done to the buildings of Frederick Mattice. This was the first of the beacon lights seen at the Middle Fort that day, the number of which from building, barracks of grain and stacks of hay viewed at that place was estimated by an eye-witness at three hundred. An invasion hav-

ing been anticipated, the citizens lodged at the several garrisons, and, because the movement of the hostiles commenced thus early, no individuals were found in their dwellings except such as were tinctured with royalty, or chose to brave the coming danger to save their property.

A strong northwest wind continued to blow throughout the day and served to fan the flames of destruction. The weather was also exceedingly cold and snow in squalls almost constantly filled the air. Major Ecker called volunteers soon after daylight, and nineteen bold spirits left the fort with him to learn the cause of alarm, just as the fire of Mattice's buildings was discovered. As the wind then blew almost a gale, the soldiers left their hats and substituted handkerchiefs tied closely about their heads. The head of Timothy Murphy was adorned by the one that had concealed the pretty neck of his young bride, placed there by her own trembling hands; the head of Bartholomew C. Vrooman with that of Susannah Vrooman, his intended (to whom he was married about two weeks later), and those of others by shawls of friends or lovers. Major Ecker, among whose followers were Lieut. Martinus Zielie, Sergeant Lloyd, Murphy Elerson, Hoever Vrooman, Richard Henderson, Peter Van Slyck, Wilbur, Joachim Folluck, Adam Shell, Tufts and Leck, proceeded from the fort in the direction of the present village of Middleburgh, and fell in with the enemy's advance not far from the site of the brick church. Murphy was on the extreme right toward the river. Ecker's men now fired upon the enemy from behind a board fence, some of them several times. From his position Murphy discovered that the enemy was extending his right to cut off their retreat to the fort and communicated the fact to Major Eckert, who instantly ordered the retreat. Murphy, although he had the greatest distance to run, was the last man who left the field. He remained at the fence until he obtained a fair extra shot, when he also fled to the fort. Hundreds of the balls were fired within gunshot of the volunteers, and several boards in the fence from which Murphy fled were literally riddled by bullets, and yet not one of the party were wounded. Most of the volunteers were riflemen and wore short linen coats, through which several of the enemy's shots passed, as also they did through other parts of their dress.

Colonel Johnson had given an order to his troops to spare the churches in Schoharie, but the Dutch church in Middleburgh was burned. It is said to have been set on fire by William Crysler, a Tory, owing to a grudge he had against some of its members. But Brant lingered behind over at the village at the heart of Weiser

Dorf, where they applied the torch. With blanched and determined faces, the dwellers in the valley saw the flames lay in ashes their homes, and in the midst their revered home of God erected by their toil nearly fifty years before. The enemy, crossing the flats obliquely, passed the fort near the hill east and halted on a small eminence nearly north of it in the orchard of Peter Becker. At this time many of the Indians were scattered over the flats, engaged in the work of destruction. As the enemy were proceeding toward the hill east of the fort, Lansing, a captain of the Albany militia, sallied forth in that direction, followed by a party of volunteers, and met the advance, with which he exchanged several shots. Elerson stated that at this time he was behind a stump fence, near the woods beyond his comrades, when he observed an officer in a red coat advance from the British ranks, at whom he discharged his rifle. He saw the enemy's guns leveled at him and instantly fled to the fort. He supposed that seven hundred fired at him in his flight, yet he escaped from them untouched. The fence from which he ran, like that which had concealed Murphy just before, was completely peppered with bullets. Captain Miller, who commanded a company of Calaverack militia then in the fort, called to Elerson's wife to see her husband run. Colonel Vrooman, as Elerson was informed, watched his flight with intense anxiety. A shot sent among the British troops from the brass cannon which they were firing on Elerson caused some confusion among Johnson's Greens. There was a small gate on the east side, through which Captain Lansing and his men entered.

Colonel Johnson now arranged his two small mortars and brass three-pounders. The carriage for the cannon was carried in parts and screwed together. They were made ready to fire, at the stand he had taken in Becker's orchard, and a cannonading and bombardment commenced while a constant firing was kept up with small arms, but generally at too great a distance for the latter to take effect. Three shells were well thrown by the enemy from this position at the fort, and many cannon shot were fired, but with less precision, the most of them passing entirely over the destined object. The first shell sung in the air like a pigeon and exploded directly over the house. As its fragments fell over the roof, Mrs. Richtmyer, an old lady then in the upper room, who had been an invalid and unable to rise from her bed for a long time, was so frightened that she sprang from it and went below, surviving the effect but a short time. The second shot fell within the pickets near the well and, while the fuse was burning off and

the ball dancing in a mud hole, every one had time to gain a respectful distance, and it scattered its fragments without injuring any one. The third shell fell through the roof of the main building and lodged on a pile of feather beds in the chamber, which were deposited in several chests of bedding. It exploded, tearing the beds to pieces, but doing little other mischief, except that of frightening almost to death Christian Richard, an old bachelor, who chanced to be in that room. The explosion completely filled the room with feathers and, groping his way downstairs, Richard made his appearance below, where many of the women and children were, covered with feathers and spitting feathers from his mouth, which sudden fear had caused him to open too widely for such atmosphere. When asked what had happened, he replied in low Dutch, "I think de diable be among de fedders." The beds were set on fire, but were easily extinguished, as water had been provided for such emergencies.

After firing had continued for some time by the enemy, it suddenly ceased and a white flag was seen to leave the British ranks and advance toward the fort. The flag bearer was accompanied on the right by an officer in a green uniform, and on his left by a fifer playing Yankee Doodle. When the flag was discovered approaching, Major Woolsey, whose blood was foreign to the soil of Schoharie and who was not fighting for his valley, his home and family, a most inefficient officer, and by some represented as the most miserable of poltroons, gave orders to have it admitted, but not another officer in the fort, to their credit be it said, was in favor of its admission, and Murphy and Elerson, who conjectured what the fate might be, should the enemy learn the actual strength of the garrison and proceed in the capture, determined that before the flag should enter the fort, one or the other would shoot Woolsey himself. As the flag drew near Murphy fired upon it, not with the intention of killing its bearer, or either of his companions, as is generally supposed, but to say in effect, "Approach any nearer and you are a dead man." The trio with the flag halted, turned and marched back to their former station.

When Murphy fired on the flag Major Woolsey was not present, having visited his quarters to prepare to enforce submission to his command, for soon after he returned, pistol in hand, and demanded who had dared disobey his orders? "I fired on the flag," said Murphy. Major Woolsey then threatened the brave soldier with instant death if he repeated the act, and the latter who believed the willingness of the commandant to admit the flag, procured with cowardice alone, retorted with warmth,

"Sooner than see that flag enter this fort, will I see a bullet enter your heart." Seeing an evident disposition in all the officers present to sustain Murphy, for they had rallied round him to a man, not for the desire to see just commands violated, but to defend the fort at all hazards, the major walked toward the house. By this time the flag attended as before had again advanced and Major Woolsey had not proceeded two rods when Murphy fired again and its bearer turned about again and retired.

During this parley, the firing on both sides had ceased, with the exception stated, and was not resumed until after Colonel Johnson from his great desire to get a flag into the fort, despatched it by a messenger a third time. They had not proceeded as far as the first, however, when a third bullet from Murphy's rifle passed over their heads, saying to this effect, "Thus far, not farther." They returned to the ranks and the firing was then resumed.

Major Woolsey, after the spar with Murphy, entered the dwelling where the women and children were confined, but their jeers savored too much of satire, he left their presence and sought safety elsewhere. The cellar under the kitchen part of the dwelling was occupied as a magazine, and Colonel Vrooman, to conceal the deficiency of powder, brought it himself when wanted, and returned to his men, exclaiming as he gave them the necessary article, "Fire away my brave lads, we have plenty of ammunition." As more powder was wanted Colonel Vrooman laid down his sword and went to get it. Near the cellar door he encountered Major Woolsey, who had just left the presence of the women, as may be supposed, not in a very good humor. "Major Woolsey! is this your place?" interrogated the brave colonel, "who are placed here to defend this fort?"

He replied, half dead through fear, "Colonel Vrooman, the men will not obey me, and I give up the command to you." At that moment a cannon shot struck the house and fell harmless at their feet. The colonel instantly caught it up, and playfully extended it to the major, with the simple exclamation, "Send it back to them." With perfect indifference the coward replied, "That I think would be s——n work." The fire of the Dutch captain was instantly ignited at the indifference and filthy expression of the commandant, and speaking in his usually quick manner, he rejoined, "Major Woolsey! Had I my sword I would run it through you."

At this change of officers unanimous joy pervaded the whole fort.

And even the women smiled to behold the portly figure of Colonel Vrooman stalking about the fort, directing and encouraging the soldiers in his melodious Low Dutch tones. The troops were gratified to learn that the command of the fort was surrendered to him and obeyed orders with alacrity. More than once when he went for the powder, as he afterward confessed, did his hair rise on his head not from the fear of the enemy, but lest the small supply of ammunition should be completely exhausted and the foe, becoming conscious of it, storm their works. The firing of shells was not renewed by the enemy, and the discharge of the grape and round shot was continued only at intervals from the fort, as the supply of powder would not warrant its constant use. Valuable assistance was given to the defenders by the women; that glorious example of colonial womanhood, Sarah Vrooman (known to her friends as 'Angeltie' and in history as 'Angelica'), as the bullets grew scarce, took bullet mold and iron spoon and went to her father's barrack amid the noise and confusion and molded a fresh supply to replenish the bullet pouches.

Her equally glorious neighbor, Susannah, wife of Bartholomew Vrooman, saw her moment of service, as Livingston, the gunner, was delayed in finding his flint to fire the nine-pounder, she hastened to the stockade, brought a live coal and laid it on the fuse and the message of gun echoed from hill to hill, while the rude music of fife and drum rose from the fort.

Destruction was to be seen at this period of the siege, scattered over the flats in almost every direction. The garrison was, so to speak, too weak to make a bold sortie, but many small parties were sent out during the day to harass the enemy and save, if possible, the large barn belonging to John Becker which stood almost in the direction of Colonel Johnson's position, around which clustered several hay and grain stacks. As several Indians were seen approaching the barn, a party from the fort went to meet them. Several shots were exchanged and Sergeant Cooper of Albany received a wound in one leg, and was instantly borne off by two of his comrades to the fort, but while proceeding thither he received a ball through his body, of which his carriers were unconscious. As they entered the fort, Susannah Vrooman inquired where Cooper was wounded. The reply was, "In the leg." She remarked that he bled from the body, and on laying him down it was ascertained that he had received a wound there, of which he soon after died.

About this time several volunteers entered the fort, who had been pursued by the enemy. Miss Vrooman stood near the en-

THE TIMOTHY MURPHY MONUMENT IN THE MIDDLEBURGH CEMETERY

This tablet was unveiled with impressive ceremonies Oct. 17, 1910, the 130th anniversary of his heroic services at the Middle Fort. From Life and Adventures of Timothy Murphy by courtesy of Paul B. Mattice, the author.

VROOMANSLAND, FROM TOP OF MT. ONISTAGRAWA, MIDDLEBURGH, N. Y.

Vroomansland. Adam Vrooman, a Schenectady trader, obtained a royal patent for this land Aug. 26, 1714, hence the name. The picture shows the location of the Murphy farm and mill and the Upper Fort just past the bend in the river. From Life and Adventures of Timothy Murphy, by courtesy of Paul B. Mattice, its author.

trance in an exposed position, and Samuel Reynolds, as he entered said to her, "Susannah, get away from here or you will be shot!" The words were scarcely uttered before a ball entered his own head, of which wound he died nine days later. He was from New Jersey, was a likely soldier and died lamented. Jeremiah Loucks was also wounded in one arm, and Tufts slightly in the head, the latter while entering the fort, who, with the two mortally wounded, were all that were injured belonging to the Middle Fort. The wounded were properly attended by Dr. John King, the settled physician at that place, who acted as surgeon during the war.

Nicholas Sloughter, who acquired the reputation of a good soldier, had a very sick child in the fort and, as he was leaving it with a party of volunteers under Murphy, was told that his child appeared to be dying and he had better remain. "I can do the child no good," was his reply. "My duty is to protect the living as well as the dying." Before his return he and Murphy took a prisoner, dressed in a green uniform, who gave his name as Benjamin Butts. He was a New England man who had been made prisoner some time before and, while in Canada, had enlisted in the British service as a ranger, to embrace an opportunity to desert. He returned home soon after. Elerson had command of a few rangers during the day, one of whom, John Wilbur, fell in with a Tory catching a horse, and asked him to what party he belonged. He replied, "The Indian party," and instantly received a bullet from Wilbur's rifle. He took off the man's scalp, and as he entered the fort with it in his hand, Major Woolsey said he ought to have his scalp taken off. This man and another shot during the day were supposed to be Indians at the time, but proved to be Tories from the vicinity of Albany.

While Elerson was out with his party, he saw an Indian approaching the stack at the barn near the fort, at whom he fired. The warrior ran off towards the woods east of the barn. In the following spring a dead Indian was discovered in that direction by Bill, a slave owned by John Becker, while getting firewood. He was found sitting with his back against a tree, having his gun between his knees and resting his arms. His eyes had been dug out, as supposed, by birds. This Indian was thought to have been the one fired on by Elerson.

Colonel Johnson remained with the regular troops near the Middle Fort until his destructives had effectually demolished every species of property they could possibly in that vicinity, when he moved out of the valley about 3 o'clock in that afternoon.

After the enemy were out of sight, Major Woolsey ordered several apple trees near to be cut down and brought around the fort, fearing the enemy might return and attempt to storm the works. He left Schoharie the next day and was never seen again in that valley.

A later meeting of Colonel Vrooman with Major Woolsey is thus mentioned in the now rare history of Schoharie: "On his return to the Middle Fort Colonel Vrooman found himself once more its lawful commander, Major Woolsey having taken French leave during his absence. Colonel Vrooman was often from home on public business during the winter months of the war; and sometimes after the destruction of Schoharie—being a member of State Legislature—he went to Poughkeepsie, where it was about to convene. Among other members, Colonel Vrooman was an invited guest at an evening party. On his arrival at the place of mirth almost the first person that caught his eye was Major Woolsey. He laid off his loose clothing and very soon after sought an interview with his military friend, but to his surprise he had left the house; nor did he reappear again that night. Recollecting their last interview near the magazine, he possibly did not care about meeting the Dutch Colonel."

At the Middle Fort the loss of the garrison in this affair was only one killed, two wounded, one mortally. It is not known what loss the enemy sustained, or why they retreated so hastily. The true, and most probable cause was the determined spirit of the resistance manifested in firing upon the flag, leading them to suppose the defense could be obstinate.

Johnson's troops had been so long in the valley that ample time was gained to get everything in readiness at the Lower Fort, for its defense. Several barrels of water were provided to extinguish the church, which contained the women and children, should it be set on fire. The magazine which was thus liberally supplied, was kept beneath the pulpit in the church, and was under the charge of Dr. George Werth, a physician, settled in that vicinity, who acted as surgeon.

There were then in the Lower Fort a company of Normanskill militia, Company One of the valley and several associate exempts, who were self-mustered men, above military age, numbering at least one hundred and fifty soldiers and about one-half as many women of the surrounding neighborhood.

The Stone Fort was under the direct command of Colonel Peter Vrooman. On that day the Colonel was at the Middle Fort and there being no regular officer above captain, the command

devolved on Major Jacob Becker, whose cool intrepidity, together with that of Mrs. Synder, wife of Captain Synder, inspired all with marked courage. The greatest consternation prevailed. Scouts were sent up the valley. Reports came back that the invaders numbered thousands under command of Johnson, Brant and Cornplanter, and ruthless destruction was being made in burning all buildings, hay stacks and slaughter of all animals.

Early in the morning of the 17th, Major Becker, then in command of the Lower Fort, knowing the lack of powder at the Middle Fort, sent two men, each with a bag containing the necessary article on his back, to that garrison. Hearing the alarm guns of the Upper Fort and the response of the other two, they increased their speed and fortunately arrived at their destination just as the enemy invested that post and were delayed there during the day. Mattice Ball and Marcus Bellenger were the names of these men.

As may be supposed, the most intense anxiety was felt at the Upper Fort and, as soon as the firing began at the Middle Fort, Captain Hager gave orders that, in case the enemy appeared before the fort, the women and children should go in a long cellar under the Feeck house while preparations were in progress to resist an attack, should it be made. Mary Hagidorn, a buxom lass of goodly proportions who partook of the spirit which animated her brothers and who heard the cellar order with other feelings than of fear, stepped up to the commandant and thus addressed him: "Captain, I shall not go in that cellar. Should the enemy come, I will take a spear which I can use as well as any man and help defend the fort." Captain Hager was gratified to find a soldier where he little expected one and, admiring her fearless spirit, he replied: "Then take a spear, Mary, and be ready at the pickets to repel an attack." She did take a spear, nor was it discarded until the danger was past. As soon as the firing ceased, the second time at the fort below, Captain Hager dispatched Ensign Peter Swart, William Zimmer and Joseph Evans to learn whether their worst fears were to be realized—whether the British cross had taken the place of freedom's stars. On their return with the report that all was safe, the valley rang with huzzahs for the American flag.

Jacob Van Dyck, Anthony Brontner and Barney Cadugeny were dispatched by Major Becker to ascertain the result of the firing at the forts above. Arriving at the house of Jacob J. Lawyer, they found his wife and a wench at home preparing to bake. At the home of Hendrick Shafer, the females were also at

home, where they saw food upon the table. The women of those families chose to brave the dangers of the day, to save their dwellings from general conflagration. The scout proceeded as far as Bellinger's and saw the British troops about a mile distant. Near this place they met the advance of the enemy and were pursued by seven Indians led by Seth's Henry. They were fired upon and balls struck near them. A ball striking the fence by Cadugeny's side threw a splinter into his arm. He called to his companions that he was wounded, and near the residence of Peter Richtmyer, Van Dyck drew the splinter from his arm, telling him he was not hurt much, which he could hardly believe. Gaining upon the Indians, who had halted to reload their pieces, Cadugeny took occasion, as the latter were out of sight, to conceal himself in a hollow stump—near which they passed without discovering him.

When the firing ceased in the Middle Fort for the flag to advance, the inmates of the fort were apprehensive it had been taken and Major Becker dispatched other scouts, consisting of George Snyder, Jacob Enders, John Van Wart, and John Hutt, to ascertain whether the fort had been captured. The second scouting party met the first near where Storm Becker resided and joined it in flight. They were hotly pursued and were obliged to scatter. Enders and Snyder were together and, as the enemy were leveling volley of balls at them, they sprang behind a rock, against which several of the leaden messengers spent their force. Enders, who was fleet as an antelope, often took trees to favor the flight of his less speedy companions, which always treed the enemy. Van Dyck struck off into the woods east of the residence of Jacob Shafer, again struck the flats below, and then ran to a neighboring cornfield, where he hoped to lie concealed until, under friendly mantle of night, he could make good his escape. In this, however, he was disappointed, for the Indians suddenly stumbled upon him, he was forced to jump up and fly. He expected to be shot dead, but such was the confusion of the Indians at the unexpected apparition that he had time to bound away like a wild deer and put several feet between him and the savages before they recovered from their astonishment. Glancing his eye over his shoulder, he found himself closely pursued by an Indian with raised tomahawk. Too near to turn and fire, he could only trust to his fleetness of foot (in which he excelled) to gain on his pursuer sufficiently to use his rifle. The opportunity soon came. A brush fence stood in his path. This he leaped at a bound, wheeled and when the Indian, standing on top of the fence, presented a

fair target, he fired and killed him. Then, throwing his rifle in the bushes, he plunged into the river, amid a shower of bullets sent after him by the rest of his pursuers who had now come up but which he avoided by diving, he struck out for the opposite shore. When in the middle of the stream, he perceived that another savage was following him in the water. His first impulse was to turn and drown him by diving and catching him by the feet —a feat which he jocularly called playing "leap frog"—but observing that his opponent carried a spear, he gave up this design and gained the shore. Picking up some stones, he waded back into the river prepared to give his foe a warm reception. The latter, however, feared to "measure swords" with an adversary, turned and swam back. Running a few yards up the river behind a ridge which concealed him from sight, he sank down into a marshy spring. While thus hidden, an Indian came up to where he lay but, not dreaming of his proximity passed on his way and left him unharmed. Here he remained until long after dark, not daring to venture out lest some stray Indian should chance to discover him, went down to the river, which he again swam, and soon made his way back to the fort, which he reached more dead than alive, owing to the cold and having been in the water.

Van Wart (who is said to have put on his go-to-meeting hat before the start) had observed on his way several apple pies just taken from the oven at Lawyer's, and not having had any breakfast, declared his intention of having some pies on his return. He was warned not to stop, but disregarding the caution of his companions as the enemy was not in sight, halted. While he was eating at Westholft, a German school teacher who had been teaching school the preceding summer in Ingold's barn near by, opened the door and exclaimed: "Here they come," as a party of Indians arrived at the house. In the act of jumping from a back window he was fired upon in the front and rear, the enemy already having surrounded the house. He was instantly dispatched and his body much mutilated. He was a Low Dutchman, born near Albany; was a cooper by trade, and had resided nine years in the Ingold family, near where he was shot.

As the Indians entered Lawyer's dwelling, one of them raised a tomahawk to strike the schoolmaster, but Mrs. Lawyer seized his arm and arrested the fatal blow. She pleaded for his life and it was spared, adding another evidence to the influence of women. Brett, an old female slave, was considered a lawful prize, and was taken along a little distance, but was finally permitted to return. The men were at work near the river, on the flats, and

were fired upon by the enemy from some clumps of bushes near by. A laborer was killed, but Mr. Lawyer fled across the river and escaped.

John Ingold, who dwelt where his son and namesake now reside (1832), was in the fort that day with all his family, except Anthony Witner, his stepfather. As a hostile invasion was expected, the present John Ingold, then a lad fourteen years old, went the evening before without a wagon to take old Mr. Witner to the fort, but he declined going, and said he chose to stay and defend his home. He had given his grandson an old gun which was then at the fort; this he requested to have sent him in the morning. The Ingold dwelling was burned and, as parts of two skeletons were found in the ruins, it was thought that a plunderer had been killed by Mr. Witner before his death. The remains of the latter were identified by his silver knee buckles.

The firing at Middleburgh was heard in Cobleskill, ten miles distant, and Lawrence Lawyer and Henry Schaeffer proceeded toward Schoharie to learn the cause. Arriving on the hills near, they caught a view of the general conflagration and they unexpectedly fell in with a party of Indians, but escaped their notice by the timely movement of several cattle in the woods close by, which directed the enemy from their concealment. The two men remained secreted until the Indians had retired, when they hastened back to Cobleskill to warn the citizens of their danger.

The enemy appeared upon the scene. There stood firm and determined, Major Jacob Becker, Captain Jacob Snyder of Co. One, Captain Peter Snyder of the associate exempts, Captain Christian Strubach, Ensign John Enders, Sergts. Johannes Rickard and John Schuyler, Corps. Peter Zimmer and David Lawyer, Privates Cornelius Eckerson, Jacob Enders, Johannes Enders, Peter Sidwick, Adam Zimmer, Philip Merkle, Philip Berg, Peter Schoolcraft, Jacob Enders, Teunis Kneiskern, Johannes Ingold, Sr., Frank Otto, Carl Cramer, Abraham Berg, Barant Struback, George Hilts, Lambert Lawyer, Johannes Werth, Peter Mann, Jr., Marcus Schaffer, John Schaffer, Jacob Mann, John Low, Jacob Schell, Jacob Kneiskern, William Enders, George Snyder, John Van Wart, John Hutt, Hendricus Schaffer, George Werth, Jacob Van Dyke, Nicholas Werner, John Merckley, George Mereness and many more [at the Lower Schoharie Fort].

Captain Strubach was in command of the southwest blockhouse with a brass gun, supposed to be a twelve-pound piece. Captain Snyder was in command of the tower of the church, which at that time had a steeple nearly twenty feet high on its

top with a space at its base inside the railing of three or four feet on each side, with John Ingold, Sr., John Kneiskern, Nicholas Werner, John Schell, Jacob Becker, John Enders, Jacob Van Dyke. Major Becker had command of the southeast blockhouse, upon which the Indians made an attack.

A number of fearless women are said to have stood ready at the pickets, armed with spears, pitchforks and poles, when the enemy appeared in sight.

To the right they appeared on the bank of the stream, tall, athletic men in red and green, their gilted regalia and polished steel and accoutrements flashing in the bright sun; to the left, with wild demoniac glee, hundreds of savages—headed by the dreaded Brant—brandishing the flaming torch over the homes, and, with tomahawk and scalping knife, seeking to satisfy their brutish spirit of hate and revenge.

Those at the fort proved to be true men and women fired with patriotic valor, whiskey and gunpowder.

It was in those days believed that copious libations of whiskey or rum and gunpowder would dispel all fear in battle and give strength and courage to the soldiers. In the excitement to prepare for the enemy Madam Snyder began her work.

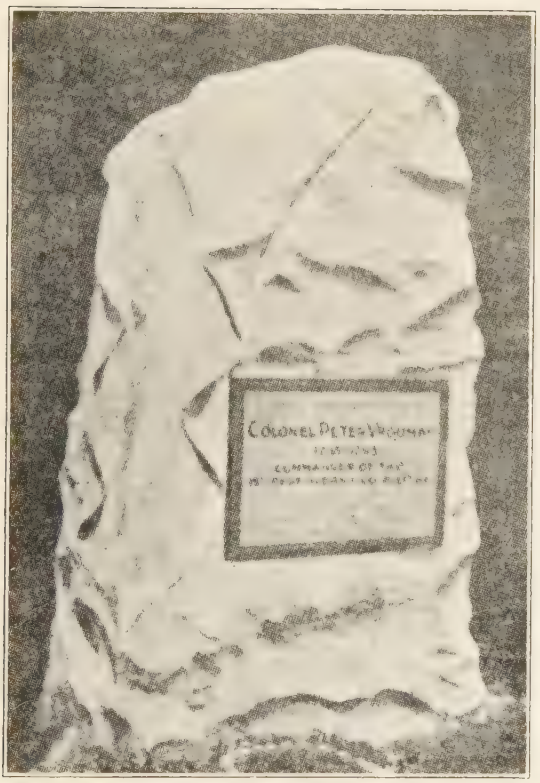
Pailful after pailful she mixed and carried to the men in the blockhouse within the fort, in the belfry and along the pickets, cheering by voice and cup. It is said that many of the men's hands trembled so that they could scarcely hold the cup. The occasion demanded any action that would arouse the valor, the strength, energy, in the men to strike for home and freedom.

She was equal to the occasion. A heroine in war, she was a Naomi in the neighborhood, in the church, and among the poor she was charity personified. And ages yet to come will do her reverence.

Traditions say the women were less excited than the men and stood at each post as helpers.

The enemy approached the Lower Fort in a body, about four o'clock p. m., and were saluted with a small cannon mounted without the palisades, charged with grape and canister shot. Col. Johnson raised a spy glass as the gun was drawn out, and lowering his glass, said to his men, "It is only a grasshopper; march on." It was supposed to have done fearful execution, as many of the enemy fell, but to the surprise of the Americans, they arose and advanced, having fallen only to let the shot pass over them.

Johnson employed a six-pound brass gun. At this time it was supposed by the men in the tower, from the ease which the gun



THE COLONEL PETER VROOMAN MEMORIAL ERECTED OCTOBER 17, 1913, IN THE OLD STONE FORT CEMETERY, SCHOHARIE.

was carried and the manner of its transportation in a wagon, to be a "peeled log" placed with design to frighten the inmates of the fort to surrender. This is the only evidence we have of the ill effects of Madame Snyder's whiskey and gunpowder. Upon the advance of the Indians, Ensign Wm. Enders, John Kneiskern and Hendricus Schaeffer drew a small gun from the southeast blockhouse and kept the savages at bay for a while, but their numbers were too great and closing upon them from two sides, the gun could not be used to an advantage, and they were forced to retreat to the fort.

It flashed twice when Johnson applied the flint to his gun and the Americans were more confirmed in their opinion that the foe was playing 'possum but the third attempt was followed by the peal of war's thunders. Three shots were fired from this position. The first ball struck the wall and was broken into pieces; the second went through one side of the wall of the church and lodged in a heavy rafter on the opposite side. The shock jarred the whole building. The third was planted in the purline plate in the rear of the building. The hole made by its entrance is still visible. During the year 1830 a new roof was put on the Old Stone Fort by Mr. Clark and the cannon ball lodged in the plate in 1780 was taken out and presented to John Gebhardt of Schoharie, and the one from the rafter to P. M. Snyder, a son of Mrs. Captain Snyder, as a souvenir of the day she, by her valor, placed her name in the catalogue of American heroines.

The Indians advanced to the opposite side of Fox's Creek and entered the mill there standing. While supplying themselves with flour and meal they were discovered by Mr. and Mrs. Eckerson. They ran to the fort and were soon followed by a negro in their employ. The Indians gave chase and captured him but the guns of the picket guards covered the Eckersons and they escaped. Upon reaching the fort, Mrs. Eckerson stationed herself at the circular window in the tower and while watching the movements of the Indians and expecting every minute to see the flames destroy her home, an Indian fired and sent a bullet in the casement only an inch from her head. The oak timbers placed as breastworks in the tower were filled with bullets on the west and north sides. The Johnson Greens kept near the stream and stationed themselves near the present railroad bridge, while the Indians crept behind the elm trees on the bank of the creek north of it and lodged three rifle balls in the steeple just above the men's heads. The first two were not buried sufficiently deep to remain but fell upon the deck, one of which was taken up by John Kneis-

kern, who found it too hot to be retained. By removing part of the railing, a rifle was brought to bear upon the foe. As they showed their faces to try a fourth shot, a marksman planted a bullet in the tree near them when they decamped in hot haste. The enemy made but a short stay near the lower fort. Brant, after burning the tavern and outbuildings of Jacob Snyder and those of some other citizens along Foxes Creek, came into the River Road a few rods northwest of the Brick House in the fork of the Albany Road and was there joined by the Regulars under Johnson who made a little show of giving another salute but a shower of rifle balls from the fort tower with several successive and well discharged rounds of grape-shot from the blockhouse of the northeast corner of the enclosure, caused him to move down the valley. No casualty occurred within the fort upon that day. After attacking the fort for one and a half hours, the enemy moved down the valley, destroying everything in their route. After the enemy began to move down the valley, Jacob Enders left the fort to hang upon his rear. Discovering an Indian, he followed him along the creek toward the river until he got a shot at him. He had a large pack and over one shoulder hung a goose he had killed recently. When Enders fired, the Indian fell upon his knees and dropped his pack and goose. Then, springing upon his feet, he set off at a moderate trot towards the river. Enders pursued until the Indian turned and raised his rifle on him, when he halted to load and the enemy without firing ran off again. After pursuing until he was exposed to the fire of the others of the enemy, Enders gave over the chase. On arriving where the Indian had left the pack and goose, he found John Rickard, a fellow soldier, had seen the spoils abandoned from his position in the blockhouse, had been there and had taken them to the fort. Enders claimed them but Rickard would not give them up or part of them. The pack contained eight pairs of new moccasins. The enemy were followed by a number of patriots until they encamped for the night west of the village cemetery near Sloansville. A strong guard was sent out in all directions that night in fear of the Indians returning. The remainder of the fort had a jubilation and in their hilarity wandered up the valley with Captain Strubeck at their head and finished the work of destruction by burning the dwellings and all outbuildings that the Indians had left out of respect to the political sympathies of the owners. Only the Lutheran Church parsonage and the residence of Hendricus Schaeffer remained on the morning of the 19th. There were few families in the neighborhood who were deep-dyed

Tories, but in the absence of any royal force they were pretended patriots. When McDonald attempted his raid in 1777 they were with him but, not being successful, they returned to their homes and took the oath of allegiance and became penitent, to all appearances, until Johnson's invasion; then, out of deference to their oaths, they retired to the west side of the Schoharie River and witnessed the destruction of property. Their property Captain Strubeck and company laid in waste and, as the morning of the 19th dawned, homes in ashes were but smoldering brands to mark the same spot, the storehouses that but the day before were bursting with plenty were but heaps of flaky cinders; horses and cattle had been ruthlessly butchered, in fact the accumulation of years swept away. The following day Colonel Vrooman collected all the troops that dared to be spared from the forts and followed the enemy to the Mohawk. Upon arriving there they were united with the force of Robert Van Rensselaer, whose disloyalty or cowardice restrained his army from gaining complete victory over the invaders near Stone Arabia where Colonel Brown fell. Van Rensselaer's conduct upon that mission was, and should have been, a subject of censure as, by his dilatory maneuvers, the murderous clan was privileged to pass off to their rendezvous to gloat over their deeds and enjoy their spoils and be encouraged to again invade the happy and prosperous homes of struggling patriots. On the day following the invasion of Schoharie Valley, while the soldiers were skirmishing in the rear of Johnson's force, a party of Indians and Tories led by Seth's Henry, a Schoharie Indian, and Philip Chrysler, a brother of Adam Chrysler, appeared along the Westkill in the present town of Seward and bathing their hands in the blood of Michael Murphy, his niece Catharine, besides two boys, they burned several buildings and led into captivity several inoffensive persons and passed off to follow the Charlotte trail to Niagara. It was estimated that 100,000 bushels of wheat were that day destroyed.

In connection with this we might say that General Washington well knew the value that the Schoharie Valley represented as the following from a letter sent by him on November 7, 1780, to Congress indicates:

"The destruction of grain was so great as to threaten the most alarming consequences, in respect to the forming of magazines for the public service at the north. But for that event, the settlement of Schoharie, alone, would have delivered eighty thousand bushels of grain."

There were also destroyed hundreds of tons of hay that were stored in barns, barracks and stacks for the coming winter.

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Leaving his camp, at present Sloansville, on the morning of October 18, 1780, Johnson and his raiders passed on down through the lower Schoharie Valley, killing and burning as they marched. They entered that part of the lower course of the Schoharie River which flows through present Montgomery County for a distance of about ten miles, airline distance. Johnson buried one mortar he had been using and his shells in a little "Vlaie" (natural meadow) in the town of Charleston. In 1857 some of these shells were plowed up. The Schoharie militia, under Col. Vrooman, followed Johnson's course toward the Mohawk, during which march the enemy took several prisoners and continued the looting and burning of houses and barns. Johnson and Brant gave Fort Hunter a wide berth, passing that fortification at a distance of half a mile. Here a Tory named Schremling was scalped and killed (his political leanings not being known) and a number of women and children of the Schremling, Young and Martin families were captured.

Here Johnson's raid along the Schoharie ended and he then began his devastation of the Mohawk for a distance of 26 miles westward.

An Indian and Tory detachment crossed the Mohawk to plunder and ravage the north side, while the main body continued westward through the town of Glen, on the south side highway, to a point, in the town of Root, a little east of the Nose, known on the Erie Canal as the Willow Basin, and there encamped for the night. Nearly all the buildings on both sides along the Mohawk were burned and plundered from Fort Hunter to the Nose. On this march British regulars guarded the prisoners to prevent the Indians from murdering them. A little captive girl of ten years, Magdalena Martin, was taken up by Walter Butler and rode in front of him on his horse. The evening being very bitter, Butler let the little maid put her cold hands in his fur-lined pockets and thus they journeyed to the camping ground. One of the raiders asked Butler what he was going to do with the pretty girl. "Make a wife of her," was his quick reply. This small Revolutionary captive became the wife of Matthias Becker and the mother of ten children. She died in Fort Plain, at the home of her son-in-law, William A. Haslett, in 1862, in her 93rd year. So closely are we unknowingly linked with the past that there may be those who read this page who personally knew this

old lady, who, as a little girl, rode with Butler and warmed her hands in his pockets on a chilly October night over a century and a quarter ago. And such a strange and wayward thing is the nature of man that we look with wonder at the picture of this Tory murderer of women and little ones cuddling a small rebel child to keep her from the cold.

The next morning at the Nose, learning that a force of Albany and Schenectady militia were coming after him, Johnson allowed Mrs. Martin and her children to return home, with the exception of her 14-year-old son.

News of the raid had reached Albany and the Schenectady and Albany militia quickly assembled and proceeded with great speed up the Mohawk to attack Johnson's men. Gen. Robert Van Rensselaer of Claverack, commanded the pursuit and he was accompanied by Gov. Clinton. On the evening of the 18th they encamped in the present town of Florida. From there Van Rensselaer sent word to Col. Brown at Fort Paris and to Fort Plain (probably directed to Col. John Harper). Brown was ordered to attack the enemy in the front the next morning, while Van Rensselaer's army fell on their rear.

On September 11, 1780, according to a state report, Col. Brown, at Fort Paris, had 276 men under him, and Col. John Harper (supposedly at Fort Plain then) commanded 146, and there were but 455 men to guard the frontier in the Canajoharie-Palatine districts. These troops were then under the command of Brigadier-General Robert Van Rensselaer. When Brown attacked Johnson at Stone Arabia he had but 150 American militiamen with him and it is probable the balance of the patriot force (then located at three posts) in this neighborhood were left to guard the forts or were on duty elsewhere. The Fort Plain soldiers joined Van Rensselaer's force as later noted. The valley people, warned of the enemy's approach, gathered in the local forts for safety and there were few or no casualties among them, after Johnson left Fort Hunter on his march westward.

On the morning of October 19, 1780, Johnson's army crossed the Mohawk at Keator's rift (near Sprakers) and headed for Stone Arabia, leaving a guard of 40 men at the ford. At almost the same time Col. Brown paraded his men, to the number of 150 and sallied forth from Fort Paris to meet the enemy. The American commander, mounted on a small black horse, marched straight for the approaching foe. He passed Fort Keyser, where he was joined by a few militiamen, and met Johnson's army in an open field about two miles east by north of Palatine Bridge. Capt.

Casselman advised Col. Brown, considering the overwhelming force and protected position of the enemy, to keep the Americans covered by a fence. Without his usual caution, Brown ordered an advance into the open, where his men were subjected to a heavy fire. The militia returned the fire, fought gallantly and stood their ground, although many of their number were being killed and wounded. Seeing he was being outflanked by the Indians, at about ten in the morning, Col. Brown ordered a retreat, at which time he was struck down by a musket ball through the heart. The pursuit of the enemy made it impossible for his men to bear off their commander's body and it was scalped and stripped of everything except a ruffled shirt. Thirty Americans were killed and the remainder fled, some north into the forest and some south toward the Mohawk and Van Rensselaer's army. Two of the Stone Arabia men took refuge in Judge Jacob Eacker's house and put up a defense until the Indians fired the building, after which the savages stood around and laughed at the shrieks of their burning victims. The enemy's loss was probably less than that of the Americans on this field.

The British regulars passed Fort Keyser without firing a shot. Capt. John Zielie, with six militiamen and two aged farmers, were at the portholes, with muskets cocked and hats filled with cartridges at their sides, but held their fire for fear of an attack which would mean annihilation. When the enemy were out of sight four of the militiamen from this post set out for the field of battle, found Col. Brown's body and bore it back in their arms to Fort Keyser.

The Tories, British and Indians after this ravaged, plundered and burned all through the Stone Arabia district, among other buildings, burning both the Reformed and Lutheran churches. Few of the inhabitants were killed or captured, as all had taken refuge in the forts or in the woods. After the burning and plundering, Johnson collected his men by bugle calls and the blowing of tin horns and pursued his way westward toward the Mohawk.

On the morning of the 19th, Gen. Van Rensselaer started his pursuit, from his Florida campground, at moonrise. He reached Fort Hunter before daybreak and was there joined by the Schoharie militia. Van Rensselaer came up to Keator's rift, shortly after Johnson had crossed. It was probably here that his force was joined by Col. Harper, Capt. McKean with 80 men (probably from Fort Plain) and a body of Oneida Indians under their principal chief, Louis Atayataroughta, who had been commissioned a lieutenant-colonel by congress. Col. Harper, prob-

ably then in command at Fort Plain (as S. L. Frey locates him there in September), was in chief command of the Oneidas. Van Rensselaer's army was now double that of Johnson's. Here the American commander halted, perhaps deterred from crossing the ford by the small rear guard of the enemy which was stationed on the opposite bank. The firing at the Stone Arabia field, two miles distant, was plainly heard and here came fugitives fleeing from the defeated force, bringing news of the rout and of the killing of Col. Brown. One of Brown's men, a militia officer named Van Allen, promptly reported to Gen. Van Rensselaer, with an account of the action, and asked the latter if he was not going to cross the river and engage the enemy. The general replied that he did not know the fording place well enough. He was told that the ford was easy and Van Allen offered to act as pilot. Thereupon Capt. McKean's company and the Oneidas crossed the river. Instead of supporting this advance party, in his promised cooperation with Col. Brown's men, it then being near noontime, Gen. Van Rensselaer now accompanied Col. Dubois to Fort Plain to dine with Gov. Clinton.

Gen. Van Rensselaer, after leaving Keator's Rift, ordered the company of Lieut. Driscoll and his artillery to Fort Plain, possibly anticipating an attack by Johnson in that quarter. He tried the ford opposite Fort Frey but found it impassable and ordered his men to cross at Walrath's ferry at Fort Plain. They, however, made the passage of the Mohawk at Ehle's rift, near what was later Ver Planck's and is now called Nellis' island. They stopped at the house of Adam Countryman on the Canajoharie side and here turned into the road which led to the ford, which existed in the river prior to the barge canal operations. This was later the Ver Planck, later the Nellis farm and now (1925) the Chawgo farm. Here the American troops began the passage of the Mohawk while their general was wasting valuable time in a lengthy dinner at "Fort Plain or Rensselaer."

Let us now take up the story as told by Thomas Sammons, a young militiaman from present Sammonsville, northwest of present Fonda. He wrote his part in the pursuit and this valuable personal document is now a part of the Sammons papers in the possession of that family.

Thomas Sammons gathered a great deal of Mohawk valley Revolutionary history at first hand and he well deserves the title of our first valley historian. He was a congressman from old Montgomery county, a member of the well known Sammons family (his father was the pioneer, Sampson Sammons) of the town

of Mohawk, Montgomery county. Col. Simeon Sammons, of the 115th New York Volunteer Regiment, was the son of Thomas Sammons.

Sammons's account of Johnson's great raid and the battles of Stone Arabia and Klock's Field, near present St. Johnsville, follow, taking up his narrative at Ehle's rift:

"In the meantime Gen. Van Rensselaer was on the south side of the river in the morning when he came opposite the forty men Johnson had left to guard the fording place; halted but made no attempt to cross the river. Van Rensselaer had with him a number of field pieces. William Harper rode to the banks of the river, was fired at by one of the enemy to whom he took off his hat, and returned on a walk. Van Rensselaer still remaining on the south side marched west when opposite to where Col. Brown had engaged Sir John the firing was distinctly heard as also the war-whoops of the Canada Indians. Van Rensselaer, about 11 o'clock a. m., halted opposite to Peter Ehle's [in present Nelliston village], three miles below where the Garoga creek enters into the Mohawk river. A few of Brown's men at this place came running to the river and, jumping in, forded to the south side. As they came to the bank Van Rensselaer enquired of them where they came from. One, Samuel Van Alter, a militia officer, answered:

" 'Escaped out of Brown's battle.'

" 'How has it gone?'

" 'Col. Brown is killed with many of his men. Are you not agoing there?'

" 'I am not acquainted with the fording place,' was Van Rensselaer's reply.

"He was answered that it was not difficult. Van Rensselaer then asked Van Alter if he could go before, who, though tired, said he could.

"Col. Louis Dubois at this moment rode up to Gen. Van Rensselaer who instantly mounted his horse and, as was understood, went to Fort Plain to take dinner with Col. Dubois. Col. Lewe and Capt. McKean marched the Indians and volunteers through the river to the north side, expecting Gen. Van Rensselaer would do the same. Van Rensselaer's baggage wagons were now driven into the river into a line and stopped, reaching most of the way across the river; his men then commenced crossing in a single line by getting on the back part of the first wagon, crossing over it, walking on the tongue between the horses, and thus to the next wagon and so on until they came to the end of the wagons; they

then got into the river and forded to the north bank. In this manner they continued crossing until four o'clock in the afternoon when Gen. Van Rensselaer returned just as the last man was over. When Gen. Van Rensselaer came to the south bank Col. Louis shook his sword at him and called him a Tory and when he came to the north bank he was addressed by William Harper who thought by this unnecessary delay too great a sacrifice of property and lives had been made. Col. Louis Dubois marched his regiment of state troops into the river and crossed in a few minutes; the cannons were all left on the south side of the river.

"Gen. Van Rensselaer now appeared in much haste and, being assisted by Major Van Benschoten and Col. Dubois, the men were formed into three divisions, except the Oneida Indians and the volunteers under McKean, who continued by themselves without any regular order.

"Gen. Van Rensselaer marched two of his divisions on the flat ground and the third under command of Col. Dubois some distance above the road in the woods. The volunteers of McKean and the Oneida Indians, under command of Col. Louis [the friendly Oneida chieftain] were directly opposed to the Canadian Indians and Yagers. Sir John stood fast and Gen. Van Rensselaer advanced firing at a distance. The Canada Indians gave the war whoop and were answered by the Oneidas; they rushed simultaneously forward until near together. Col. Dubois had no one to oppose him. Some of his men came to the assistance of the Oneidas and volunteers. They then advanced upon the Canada Indians and Yagers who fled with greatest precipitancy crossing the road and running in the rear of Sir John's men on the flats to cover themselves. This was all the fighting that was done, for, as Johnson saw his Indians and Yagers running, he fled with them, leaving his men, crossed the river and escaped as fast as they could.

"It was now near evening. Major Van Benschoten of Col. Dubois' division was hastening to Gen. Van Rensselaer to request orders to fall upon the rear of the enemy. At this moment when Sir John had fled from his own men and they were thrown into perfect confusion, Gen. Van Rensselaer marched his three divisions to the road and, turning east, traveled back three miles to Foxe's Fort [at Palatine Church], where he encamped for the night. Col. Louis and Capt. McKean did not obey orders but remained that night in buildings that were near. After dark some of the Tryon county militia who had volunteered, as also

some of the Indians, took some prisoners, a number of knapsacks, guns and the field piece.

"Johnson's Greens, finding their commander had deserted them, broke their ranks and hid in a cornfield and the regulars for some time remained in their ranks without doing anything and finally went in pursuit of their officer.

"The following morning Col. Louis and McKean crossed the river to pursue the enemy. Between 8 and 9 o'clock Gen. Van Rensselaer came back upon the battleground. While McKean was waiting for Gen. Van Rensselaer to cross the river one of his volunteers [Thomas Sammons], hearing there were some prisoners in a small picket fort near by, called Fort Windecker, went to it where an Indian was shot the evening before trying to look into it. On going in he found nine prisoners and one of them he knew and had been a near Tory neighbor. On asking him how he got there he said he was ashamed to tell him. The volunteer's statement was as follows:

" 'I went into Windecker's to see the prisoners, and spoke to the prisoners, one of them having been a near neighbor of my father [by name] Peter Cass. He also informed me they had concealed themselves in a corn field till after dark before they crossed the river. I am satisfied if McKean and Louis had us, the volunteers and Indians, immediately out in pursuit of the enemy after Van Rensselaer's retreat they would have taken two or three hundred prisoners without much difficulty. How strange it is that such men as Dubois and Van Benschoten obeyed orders. [Said Cass]: Last night after the battle we crossed the river; it was dark; we heard the word 'lay down your arms.' Some of us did so; we were taken and nine of us marched into this little fort. Seven militia took nine of us prisoners out the rear of about 300 of Johnson's Greens, who were running promiscuously through one another. I thought Van Rensselaer's whole army was in our rear. Why did you not take us prisoners yesterday after Sir John ran off with his Indians and left us? We wanted to surrender.' "

"Sir John with the Indians and Yagers, thinking the rest of his forces had been taken prisoners, under cover of the woods, directed his course for the Onondaga Lake, where his boats had been concealed. Those he left behind after crossing the river, continued on the main road west until Herkimer, where, avoiding the fort, took to the woods and overtook Sir John before he reached Oneida.

"Gen. Van Rensselaer, having crossed to the south side, pur-

sued in the direction of the enemy until he reached [Fort] Herkimer, where he was met by Gov. Clinton. He accompanied Van Rensselaer but did not assume the command. Col. Louis and Capt. McKean, being in the advance, received positive orders from Gen. Van Rensselaer to advance with all possible dispatch, overtake and engage Johnson's men and that he would close in the rear and support him. Col. Louis and McKean advanced and the next morning, coming where the trails of Sir John's Indians and his men that followed him met, they halted, knowing that they were some distance in advance of Gen. Van Rensselaer, until he should come nearer. A few were sent forward to reconnoitre. Col. Dubois came to bring orders from Gen. Van Rensselaer ordering McKean and Col. Louis to hasten forward, engage the enemy and assuring them of support. McKean and Louis hastened forward and soon came where the enemy had just decamped leaving their fires burning. The volunteers were anxious to engage, but the Oneidas for the first time hesitated. Col. Louis shook his head and, pointing in the direction of Gen. Van Rensselaer, refused to advance until he should come near. There was a halt for some time when a Doctor Allen came up stating that Gen. Van Rensselaer was returning and was at least four miles distant and if he had not overtaken them there would not have gone farther for he [Allen] was just on the point of going back.

"The night previous Gen. Van Rensselaer sent an express to Fort Stanwix ordering Capt. Vrooman to precede Johnson with 100 men and burn the boats which had been left at Onondaga Lake. Captain Vrooman immediately set out as directed. When he came to Oneida one of his men pretended to be sick and was left there. His object in staying was to inform Sir John of Capt. Vrooman's intention, which he did. Sir John soon came up with this wicked informer and, knowing the deplorable situation in which he would be left should his boats be burned, immediately sent forward his Indians and Butler's rangers with all possible despatch. At Caughnawaga [not the Montgomery county Caughnawaga, or Fonda, but a place of the same name in the Oneida country] they overtook Capt. Vrooman and came upon him when eating dinner, taking him and all his men prisoners without firing a gun. Sir John then proceeded unmolested on his return, which after much fatigue, he with difficulty effected, having lost about 100 of his men killed and taken prisoners.

"The news that Dr. Allen brought Capt. McKean and Col. Louis, who then had about 160 militia and Indians, caused them to retreat as fast as they could; overtook Gen. Van Rensselaer at

Herkimer and encamped that night in the woods. The Tryon county militia were dismissed and the Oneida Indians returned to Schenectady, where they removed some time previous, and remained there until peace was declared. [They] were always ready in rendering many profitable services in repelling the frequent and destructive incursions of the enemy.

"Gen. Van Rensselaer returned and dismissed his men at Schenectady, Albany and Claverack, where they had been enrolled. It is here proper to add that when Sir John marched up the south side of the Mohawk river Gen. Van Rensselaer was very near to him, Sir John passing Van Epps' just before dark and Van Rensselaer encamping there, just after Sir John occupied the greater part of the night in going six miles, the river separating him from a large portion of his men; burning a great many buildings, destroying property and plundering and laying waste the country in the very face of Gen. Van Rensselaer. Sir John's men were tired with their long marches and laboring under knapsacks heavily laden with provisions and plunder, whereas Gen. Van Rensselaer's were fresh troops and unburdened. The delay of Gen. Van Rensselaer, his orders to Col. Brown, those to Capt. McKean and Col. Louis as also those to Capt. Vrooman, could not have been given in any way in which they would have more assisted Sir John, either in effecting his retreat or doing injury to the country. * * *

"When my father's buildings were burned and my brothers taken prisoners the pain that I received was not as great as this conduct on the part of Gen. Robert Van Rensselaer.

"With regard to the battle on Klock's farm and the facts stated in the annexed papers, I would say that I joined with Capt. McKean as a volunteer and met Gen. Van Rensselaer on the south side of the river, opposite Caughnawaga, early in the morning [of October 19, 1780, the day of the battle of Stone Arabia, in the morning, and of Klock's Field, in the evening]; of my own knowledge know most of the facts to be as they are stated; stayed with the volunteers after the battle, and had the conversation with one of the prisoners in Windecker fort as is stated; was with Capt. McKean when he had orders to advance and overtake Sir John, and a short time after saw Dr. Allen who came to inquire as to why Van Rensselaer was returning. With regard to the route of Sir John Johnson, that [is] from those of his own party who are now living and men of undoubted veracity.

"THOMAS SAMMONS."

Thomas Sammons was engaged in a number of valley Revolu-

tionary military movements. He was in the battle of Oriskany in 1777 and, in 1780, was with the militia under Col. Wemple when it marched to the relief of Fort Plain at the time of Brant's raid about that post. Sammons was also in the Johnstown battle in 1781, where he captured a British prisoner at the end of the action and brought him in to the Johnstown jail, where he, Sammons, counted 37 British prisoners taken on that day.

* * * * *

This American army, under Van Rensselaer, was one of the largest yet concentrated in the valley and was only excelled in numbers by that of Clinton which had encamped at Canajoharie the year before, with the exception of the force of 3,000 men under Gen. Schuyler, who disarmed Sir John Johnson at Johnstown in 1776, when no battle was fought. The force that took the field on both sides at Klock's Field was the largest which arrayed itself for battle on any one Revolutionary field in the Mohawk country. About the same numbers were here engaged as at Oriskany (2,500), but at the action near present St. Johnsville the clash took place on one battleground while Oriskany consisted of two fights several miles apart—the bloody struggle in the ravine and Willett's destructive sally from Fort Stanwix. Van Rensselaer's army had accomplished practically nothing and, moreover, had sat supinely by while Brown's heroic band was being scattered by the enemy. And all this lost opportunity and disgraceful record was due to the incapacity or cowardice of a general totally unfitted for military command. It was left for Willett, a year later, to show how effectively the valley Americans, when properly led, could beat off the Canadian invaders.

Time after time, up to the day of the Stone Arabia battle, the local patriot soldiers had attempted to grapple with their savage white and red invaders, only to see them slip away on each occasion, unharmed and unpunished. Now, after the enemy had been cornered at Klock's Field and could have been easily destroyed or captured, they had been practically given their liberty by Van Rensselaer.

The valley militia had flocked to the American standard, eager to strike a fatal blow at their hated foes. The patriot population and soldiers of the Mohawk must have been indeed disheartened, discouraged and disgusted at this fiasco of a campaign, which initially had promised complete American success.

Van Rensselaer's conduct was the worst display of inefficiency or cowardice seen in the valley, and perhaps anywhere, during the Revolution. An opportunity was lost of crushing completely

the raiders and probably preventing future bloodshed and loss in the valley. Van Rensselaer was subsequently courtmartialed at Albany for his conduct but was acquitted, largely on account of his wealth and social position, it is said.

There was much scurrilous intrigue, dissension, bickering and petty jealousy among certain cliques of so-called patriots. The real American Revolutionary fighters were compelled to combat these vicious forces from within as well as the enemy. The acquittal of Van Rensselaer is an evidence that all Americans were not actuated by high-minded patriotism and strict justice, during the War for Independence.

Had the Continental Revolutionary forces been composed exclusively of men like Washington and Willett the conflict would have ended within a year or two in complete American success. Not only did such patriots have to fight the early battles with raw, undisciplined and frequently unreliable troops, but they had to constantly combat an insidious Tory influence among the people and the effect of such inefficiency as that exemplified in Van Rensselaer and men of his ilk.

* * * * *

At this time, and until its discontinuance as an army post, the Minden fort was known both as Fort Plain and Fort Rensselaer, the latter being its official title, conferred upon it probably by Van Rensselaer himself; Fort Plain evidently being its popular name and the one which survived until a later date.

In S. L. Frey's article on Fort Rensselaer (Fort Plain) published in the (Fort Plain) Mohawk Valley Register of March 6, 1912, he says: "Gen. Van Rensselaer * * * was appointed to the command of some of the posts in this section in the summer of 1780,—Fort Paris, Fort Plank, Fort Clyde, Fort Windecker, Fort Plain and others. His headquarters were at Fort Plain. In the fall of that year he wrote to Gov. Clinton from Fort Plain, dating his letter 'Fort Rensselaer, Sept. 4, 1780'. This is the first time the name appears."

Van Rensselaer evidently gave his name to his headquarters post on his arrival there in the summer of 1780, which may have been in August after the Minden raid. At the time of the Stone Arabia battle, Col. John Harper was in command of Fort Plain (under Gen. Van Rensselaer, of course).

In the courtmartial of Gen. Van Rensselaer the designation "Fort Plane or Rensselaer" is frequently used in the testimony of the witnesses. In this evidence appears the names of the following as having been engaged in the valley military operations

of the time of the Stone Arabia battle: Col. Dubois, Col. Harper, Major Lewis R. Morris, Col. Samuel Clyde (who commanded a company of Tryon county militia), Lieut. Driscoll and Col. Lewis.

* * * * *

The number of Oneidas engaged in the foregoing military operations is given as 200 warriors by one authority and 80 by another, the smaller figure probably being nearer the truth. During part, at least, of the war this tribe lived in, about and under the protection of Schenectady their main Oneida Castle having been burned early in 1780. The Oneidas were generally loyal to the American cause and did good service for the patriots on several occasions—notably the campaign treated in this chapter, at Oriskany and at West Canada creek. As previously stated Col. John Harper was in command of these Indians, taking rank over their native chief.

* * * * *

After the Stone Arabia battle, some 25 or 30 Americans were buried in an open trench near Fort Paris. The situation is believed to have been a few rods southeast of the present schoolhouse. John Klock drew the bodies of Brown's men thither on a sled although there was no snow on the ground. They were buried side by side in the clothes in which they fell. Some others who were slain were interred elsewhere.

Colonel Brown was buried in the Stone Arabia Reformed Church graveyard. Some of the Americans killed on this field were New England men, although local militiamen were also engaged. The loss of the enemy probably did not exceed half of the 25 or 30 patriots supposed to have been slain. On the anniversary of Col. John Brown's death in 1836, a monument was erected over his grave by his son, Henry Brown, of Berkshire, Mass., bearing the following inscription: "In memory of Col. John Brown, who was killed in battle on the 19th day of October, 1780, at Palatine, in the county of Montgomery. Age 36." This event was made a great occasion and was largely attended, veterans of the Stone Arabia battle being present. It is mentioned in a later chapter dealing with its period in Palatine.

* * * * *

Col. John Brown was born in Sandersfield, Mass., in 1744. He was graduated at Yale college in 1771 and studied law. He commenced practise at Caughnawaga (Fonda) and was appointed King's attorney. He soon went to Pittsfield, Mass., where he became active in the patriot cause and in 1775 went to Canada on a mission to try to get the people there to join the American

cause. He was elected to congress in 1775 but joined Allen and Arnold's expedition against Ticonderoga. He was at Fort Chambly and Quebec. In 1776 he was commissioned lieutenant-colonel. In 1777 he commanded the expedition against Ticonderoga and soon after left the service on account of his detestation of Arnold. Three years before the latter became a traitor Brown published a hand bill in which he denounced Arnold as a traitor and concluded: "Money is this man's god, and to get enough of it he would sacrifice his country." This was published in Albany in the winter of 1776-7, while Arnold was quartered there. Arnold was greatly excited over it and called Brown a scoundrel and threatened to kick him on sight. Brown heard of this and the next day, by invitation, went to a dinner to which Arnold also came. The latter was standing with his back to the fire when Brown entered the door, and they met face to face. Brown said: "I understand, sir, that you have said you would kick me; I now present myself to give you an opportunity to put your threat into execution." Arnold made no reply. Brown then said: "Sir, you are a dirty scoundrel." Arnold was silent and Brown left the room, after apologizing to the gentlemen present for his intrusion. Col. Brown, after he left the army, was occasionally in the Massachusetts service. In the fall of 1780, with many of the Berkshire militia, he marched up the Mohawk River, his force to be used for defense as required.

In the Burgoyne campaign of 1777, Col. Brown led an American raiding party which got in the rear of Burgoyne's army after the first battle of Bemis Heights (Sept. 19) and destroyed stores and defeated British outposts around Fort Ticonderoga. Brown then sailed up Lake George and attempted to capture Burgoyne's depot of supplies on Diamond Island near the head of the lake. The British guard made such a valiant defense that Brown's party was repulsed.

Brown is said to have been a man of medium height, of fine military bearing and with dark eyes. He generally wore spectacles. His courage was proverbial among his men and in the Stone Arabia action seems to have run into recklessness, although, soldier that he was, he probably figured on holding the enemy at any cost until Van Rensselaer's large force could come up and, falling on the rear, crush them completely, which could have been readily accomplished by a skilful and determined commander. Col. Brown was immensely popular with his troops—with the militiamen from the valley as well as with the soldiers he commanded who were from his own state of Massachusetts.

* * * * *

Governor George Clinton visited Fort Plain on at least two known occasions. The first was during the Klock's Field operations and the second was when he accompanied Washington through the Mohawk valley in 1783. Clinton was a brother of Gen. James Clinton and an uncle of Dewitt Clinton, later the famous "canal Governor." He was born in Ulster County in 1739. In 1768 he was elected to the Colonial legislature, and was a member of the Continental congress in 1775. He was appointed a brigadier in the United States army in 1776, and during the whole war was active in military affairs in New York. In April, 1777, he was elected governor and continued so for eighteen years. He was president of the convention assembled at Poughkeepsie to consider the federal constitution in 1788. He was again chosen governor of the state in 1801, and in 1804. Afterward he was elected vice president of the United States and continued in that office until his death in Washington in 1812, aged 73 years.

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In the fall of 1780 and the spring of 1781 the fortification of Fort Plain was strengthened by the erection of a strong blockhouse. It was situated about a hundred yards from the fort, commanding the steep northern side of the plateau on which both blockhouse and fort stood. The construction was of pine timber, 8x14 inches, dovetailed at the ends, and Thomas Morrel of Schenectady, father of Judge Abram Morrel of Johnstown, superintended its erection. It was octagonal in shape and three stories in height, the second projecting five feet over the first, and the third five feet over the second, with portholes for cannon on the first floor, and for musketry on all its surfaces; with holes in projecting floors for small arms, so as to fire down upon a closely approaching foe. The first story is said to have been 30 feet in diameter, the second 40 and the third 50, making it look top heavy for a gale of wind. It mounted several cannon for signal guns and defense—one of which was a twelve-pounder—on the first floor. It stood upon a gentle elevation of several feet. This defense was not palisaded, but a ditch or dry moat several feet deep extended around it. The land upon which both defenses stood was owned by Johannes Lipe during the Revolution. It is said it was built under the supervision of a French engineer employed by Col. Gansevoort. The latter, by order of Gen. Clinton, had repaired to Fort Plain to take charge of a quantity of stores destined for Fort Stanwix, just prior to Brant's Minden raid of August 2, as we have seen. It was probably at this time its erection was

planned. Ramparts of logs were thrown up around the defenses at the time of the blockhouse erection. Some little time after this, doubts were expressed as to its being cannon-ball proof. A trial was made with a six-pounder placed at a proper distance. Its ball passed entirely through the blockhouse, crossed a broad ravine and buried itself in a hill on which the old parsonage stood, an eighth of a mile distant. This proved the inefficiency of the building, and its strength was increased by lining it with heavy planks. In order to form a protection against hot shot for the magazine, the garrison stationed there in 1782 commenced throwing up a bank of earth around the blockhouse. Rumors of peace and quiet that then prevailed in the valley, caused the work to cease. A representation of this blockhouse constitutes the seal of the village of Fort Plain. It was as much a part of the defensive works of Fort Plain as the stockaded fort and was of a more picturesque appearance and so was chosen for the seal.

Fort Willett was begun in the fall of 1780 and finished in the spring of 1781.

* * * * *

There are extant few records of the garrisons which tenanted Fort Plain, for ten years or more, and also those of its adjoining posts. Some have been preserved by Simms and the gist of a few are here given:

In the summer of 1780, Captain Putman's company of rangers from Fort Plain started for Fort Herkimer. They stopped for the night at Fort Windecker and Cobus Mabee of Fairfield, was put on picket duty for the night outside the post. About midnight the guard saw a savage stealing up behind a rail fence. He deftly slipped his hat and coat over a stump and dropped down behind a nearby log and waited. The Indian came very near and at a short distance fired at the dummy man, drew his tomahawk and rushed up. But before he could sink it in the stump, Mabee shot him dead. The garrison, half dressed, rushed to arms and found their comrade had bagged a remarkably large Indian. As showing the crudity of the times, it is said the corpse lay unburied near the fort for some time and was made the butt of Indian play by the boys of Fort Windecker.

In the summer of 1780 the enemy was reported to be in the vicinity of Otsego Lake and Capt. Putman led his company of rangers from Fort Plain to the lake, accompanied by a company of militia under Maj. Coapman, a Jerseyman. The route was from Fort Plain to Cherry Valley and from there to Otsego Lake. Finding no signs of an enemy a return march was made to Cherry

Valley and from there to the Mohawk. On the way back an argument arose as to relative physical superiority of the rangers or scouts and the militia. To prove which was the better set of men, a race was proposed to Garlock's tavern on Bowman (Canajoharie) Creek. Major Coapman and Captain Putman were both heavy men and did not last long in the race of five or six miles, which soon started between the two rival companies. Putman's scouts were victorious and three of them, John Eikler, Jacob Shew and Isaac Quackenboss (a "lean man") distanced the militiamen and reached Garlock's pretty well played out. The soldiers were strung along the highway for miles in this run. "After the men had all assembled at the tavern, taken refreshments and the bill had been footed by Major Coapman, the party returned leisurely and in order to Fort Plain." It is a significant comment on the hardihood of the Revolutionary soldiers that they should find excitement in a five-mile run over a rough highway carrying their guns and packs.

Under date of April 3, 1780, Col. Fisher writes to Col. Goshen Van Schaick to order "some rum and ammunition for my regiment of militia [then stationed mostly in the Mohawk valley posts from Fort Johnson westward], being very necessary as the men are daily scouting."

On July 4, 1780, the hated Tory Adam Crysler with a band of raiders captured eight persons at New Dorlach in the present town of Sharon, Schoharie County. During and after the Revolution, Crysler was as much hated and as much of a scourge along the Schoharie and its tributaries as Walter Butler was in the Mohawk Valley section.

Elias Krepp, an old bachelor, was the miller of the grist mill erected by Sir William Johnson, in the then Tilleborough at the now village of Ephratah. In 1780 a party of raiders burned the mill and took Krepp to Canada. After the war he returned and, with George Getman, went to the ruined mill and, from its walls, removed several hundred dollars in gold and silver which he had there hidden for safety.

* * * * *

The chief national events of the year 1780 are summarized as follows: 1780, May 12, capture of Charleston, S. C., by British; 1780, August 16, American army under Gates defeated at Camden, S. C.; 1780, Sept. 23, capture of Major Andre of the British army by three Continental soldiers, Paulding, Williams and Van Wart, and subsequent disclosure of Arnold's treason, following his flight from his post at West Point on the Hudson.

* * * * *

Timothy Murphy, who "fired the bullet which was the turning point of the Revolution," is revealed by consulting the following authorities on the events of the Revolution: Campbell's "History of Tryon County," Simms' "History of Schoharie County," Doty's "History of Livingston County," Lossing's "Field Book of the American Revolution," Volume I, and Colonel W. L. Stone's "History of the Battle of Saratoga."

Murphy was one of that band of frontiersmen from the Shenandoah Valley who composed the celebrated rifle corps commanded by Colonel Daniel Morgan of Virginia. This gallant aggregation of fighting men wore upon their breasts the motto "Liberty or Death." Lossing says: "A large proportion of them were Irishmen, who were not very agreeable to the New Englanders." The men attracted much attention throughout the Revolutionary struggle and on account of their sure and deadly aim they became a terror to the British.

Wonderful stories of their exploits went to England and one of the riflemen who was carried there a prisoner was gazed at as a great curiosity.

In describing the battle of Bemis Heights on September 19, 1777, Lossing says:

"It was evident that the fate of the battle rested upon Fraser, and this the keen eye and sure judgment of Morgan perceived. Calling a file of his best men around him, he said, as he pointed towards the British right:

" 'That gallant officer is General Fraser. I admire and honor him, but it is necessary he should die; victory for the enemy depends on him. Take station in that clump of bushes and do your duty.'

"Within five minutes Fraser fell mortally wounded. The rifleman who killed General Fraser was Timothy Murphy. He took sure aim from a small tree in which he was posted and saw Fraser fall on the discharge of his rifle.

The ubiquitous Murphy is again mentioned as a participant in the battle of Monmouth, and his heroic part in the expedition of General Sullivan through central and western New York and especially in defense of the fort at Middleburgh in October, 1780, reads like a chapter from a romantic novel.

He is described as a man of handsome features, of great muscular power, fleet of foot and wary as an Indian. While he was not a man of any education he was possessed of a strong intellect and had much influence over his associates. His skill in the desultory warfare with the Indians gave him so high a reputation

that, though not nominally the commander, he usually directed all the movements of the scouts that were sent out, and on many important occasions the commanding officers found it dangerous to neglect his advice.

He used a double barreled rifle, which was something of a curiosity in those days, and the Indians, seeing him fire twice without stopping to reload, supposed he could fire as often as he pleased in the same manner, and they usually fled in terror when they learned that the dreaded Murphy was in their immediate neighborhood. A volume could be written about the exploits of this gallant Revolutionary soldier. He died at Schoharie in 1818.

Murphy married Peggy Feeck, a girl of Holland Dutch descent, and daughter of Johannes Feeck, whose dwelling stood inside the Upper Fort, near present Fultonham.

A monument to Tim Murphy stands in the Middleburgh Cemetery. It consists of a tall tablet set in a base. On one side is a striking bas relief of Murphy, in his deerskin uniform as one of Morgan's Riflemen, which he and the detachment of Morgan's men wore on service on the Schoharie and at other points in the Mohawk Valley. On the reverse side of the tablet is the inscription:

"To the memory of Timothy Murphy, patriot, soldier, scout, citizen, who served in Morgan's rifle corps, fought at Saratoga and Monmouth and whose bravery repelled the attack of the British and their Indian allies upon the Middle Fort, October 17, 1780, and saved the Colonists of the Schoharie Valley. 1751-1818."

The final figures on the monument are those of Murphy's birth and death. This memorial was unveiled, with impressive ceremonies on Oct. 17, 1910, the 130th anniversary of the attack on the Middle Fort, during Johnson's raid, which Tim Murphy and his trusty rifle, repulsed almost single-handed.

Murphy settled in the Schoharie Valley, in the John Feeck house in the Upper Fort. He is one of the several great scouts, who served on the Schoharie and Mohawk rivers during the Revolution. Others were Colonel Willett, Lieutenant Stockwell, Captain Demuth, John Adam Helmer, John Adam Hartmann and others. David Williams, who helped capture Major Andre, was another ranger who settled after the Revolution along the Schoharie, in 1806 and whose remains are buried in the cemetery at the Old Stone Fort at Schoharie.

See "Life and Adventures of Timothy Murphy" (1912) by Paul B. Mattice.

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CHAPTER 70.

COLONEL WILLETT, VALLEY COMMANDER.

1781—JUNE, COLONEL WILLETT, APPOINTED COMMANDER OF MOHAWK VALLEY POSTS, MAKES FORT PLAIN HIS HEADQUARTERS—DREADFUL TRYON COUNTY CONDITIONS—JULY 9, CURRYTOWN RAID—JULY 10, AMERICAN VICTORY AT SHARON—FORT STANWIX ABANDONED.

Of the conditions in the Mohawk country at the opening of 1781, Beers' History of Montgomery County has the following:

"Gloomy indeed was the prospect at this time in the Mohawk valley. Desolation and destitution were on every side. Of an abundant harvest almost nothing remained. The Cherry Valley, Harpersfield, and all other settlements toward the headwaters of the Susquehanna, had been entirely deserted for localities of greater safety. Some idea of the lamentable condition of other communities in Tryon county may be obtained from a statement addressed to the legislature, December 20, 1780, by the supervisors of the county. In that document it was estimated that 700 buildings had been burned in the county; 613 persons had deserted to the enemy; 354 families had abandoned their dwellings; 197 lives had been lost; 121 persons had been carried into captivity, and hundreds of farms lay uncultivated by reason of the enemy.

"Nor were the terrible sufferings indicated by these statistics, mitigated by a brighter prospect. Before the winter was past, Brant was again hovering about with predatory bands to destroy what little property remained. Since the Oneidas had been driven from their country, the path of the enemy into the valley was almost unobstructed. It was with difficulty that supplies could be conveyed to Forts Plain and Dayton without being captured, and transportation to Fort Schuyler was of course far more hazardous. The militia had been greatly diminished and the people dispirited by repeated invasions, and the destruction of their property; and yet what information could be obtained indicated that another incursion might be looked for to sweep perhaps the whole extent of the valley, contemporaneously with a movement from the north toward Albany."

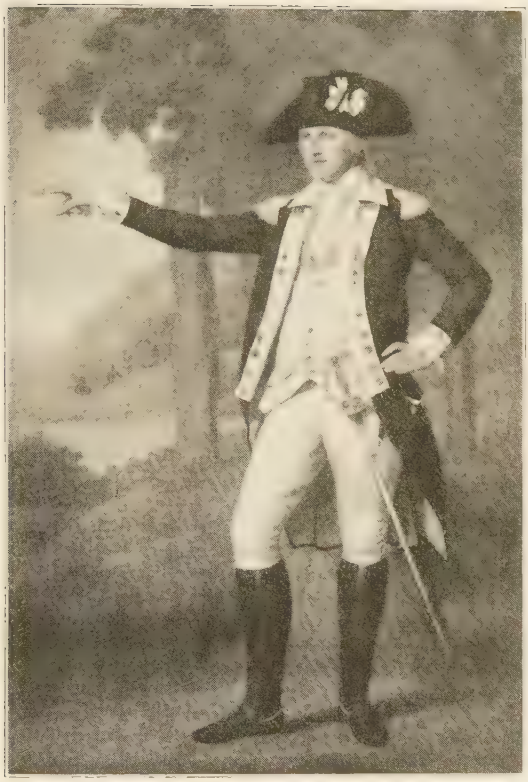
Gov. Clinton was greatly pained by the gloomy outlook and knowing that Col. Willett was exceedingly popular in the valley, earnestly solicited his services in this quarter. Willett had just been appointed to the command of one of the two new regiments formed by the consolidation of the remnants of five New York regiments, and it was with reluctance that he left the main army for so difficult and harassing an undertaking as the defense of the Mohawk region. The spirit of the people, at this time lower than at any other during the long struggle, began to revive when Col. Willett appeared among them. It was in June that he repaired to Tryon County to take charge of the militia levies and state troops that he might be able to collect.

* * * * *

Early in May, 1781, high water from the Mohawk destroyed a quantity of stores in Fort Stanwix (Schuyler). On May 12 this post was partially destroyed by fire. The soldiers were playing ball a little distance away and pretty much everything was burned except the palisade and the bombproof, which was saved by throwing dirt on it. This fire has been said to have been of incendiary origin, having been started by a soldier of secret Tory sentiments. Samuel Pettit, who was then one of the garrison, in his old age, told Simms that the fire originated from charcoal used to repair arms in the armory. The post was abandoned and the troops marched down to Forts Dayton and Herkimer, which became now the most advanced posts on this frontier. Some of the Fort Stanwix garrison are said to have been removed to Fort Plain. After the abandonment of Fort Stanwix the principal Mohawk Valley posts of Tryon County were, in their order from west to east, as follows: Fort Dayton (at present Herkimer), Fort Herkimer (at present German Flats), Fort Plain, Fort Paris (at Stone Arabia), Fort Johnstown, Fort Hunter. Fort Plain's central position probably influenced its selection by Colonel Willett as the valley American army headquarters when he assumed command in the early summer of 1781.

* * * * *

"Willett's Narrative," which was compiled by Colonel Willett's son, gives the best picture of Mohawk Valley war conditions, at this critical period of the Revolution and that of the defense of this exposed frontier. On his assumption of command in Tryon County, Colonel Willett wrote letters to General Washington and to Governor Clinton, which are particularly informing as to the terrible conditions then existing along the Mohawk. Colonel Willett seemed to have always had the esteem and confidence of



COLONEL MARINUS WILLETT.

This gallant officer and celebrated scout and Indian fighter was second in command at the siege of Fort Stanwix and commanded the sortie from the fort on the day of the battle of Oriskany, August 6th, 1777. From 1781 to 1783 inclusive Colonel Willett commanded the American Revolutionary forces in the Mohawk Valley with headquarters at Fort Plain. He was later brigadier-general, sheriff and mayor of New York City. The only defect in this picture is that Colonel Willett would never have permitted Indians to get so close to him, particularly in his rear, as those here depicted. This life-size portrait is published by permission of the Metropolitan Museum of Art, its owner.

Washington. Willett, soon after these letters, received command of the Tryon County Militia.

As will be noted, in Colonel Willett's letters, he made his headquarters at "Fort Rensselaer" at "Canajoharie." Fort Rensselaer was the renamed Fort Plain and the name "Canajoharie" was applied to Fort Plain and its section, as well as to the present village of Canajoharie. As previously stated, the entire Mohawk River section, from the Noses to Fall Hill, had been called "Canajoharie", from the earliest occupation of the Mohawks. The Reformed Dutch Church at Fort Plain was called the "Canajoharie Reformed Church", and General Herkimer, living at Fall Hill, dated his letters from "Canajoharie". The wide extent of "Canajoharie", and the double names of "Fort Plain" and "Fort Rensselaer", for the same fortification, have been the causes of endless historical confusion and controversy. "Fort Plain" and "Fort Rensselaer" have caused almost as much trouble as the Revolutionary designations of "Fort Stanwix" and "Fort Schuyler" for the same fort at Rome. The officials changed the names, in both cases, but the Valley people and soldiers, as a rule, clung to the original names, no matter how justifiable the changes may have been.

* * * * *

That part of "Willett's Narrative", under the head of "Mohawk Campaigns", which deals with Colonel Willett's assumption of command of the Mohawk frontier and his first action thereafter at Durlach or Sharon, is as follows, given without quotation marks for the sake of added clearness:

Towards the close of the year '80, the reform took place which reduced the five New York regiments to two. Upon this change, Col. Willett was ordered to take command of all the levies, militia, and state troops, that might be raised to protect the northwest frontiers of the State of New York, in which command he continued to the end of the war.

It was at the earnest solicitation of Governor Clinton, that he was induced to undertake the defence of this important frontier. He quitted the main army with extreme reluctance, unwilling to deprive himself of the opportunity of serving his country in that more public scene of action. But yielding to the repeated requests of Governor Clinton, who in his letter to him on this subject, expressed his belief that he could be of essential service to the State in that exposed section of it; the more so, to use the governor's own language, 'as he was informed that the inhabitants of Tryon County placed the highest confidence in his

zeal and military abilities;' he at last consented to the governor's proposition. Having once engaged in this arduous service, sympathizing in the sufferings of the inhabitants of that frontier, anxious to inflict upon the Indians, and especially upon the Tories, (whom Governor Clinton in one of his letters to him, styles 'cruel monsters worse than savages'), as being the chief instigators, and the most barbarous actors in the cruelties and devastations that were committed along this extended frontier, he entered upon the arduous duties of the campaign with diligence and alacrity. The following letters of Col. Willett to General Washington and Governor Clinton, will give an account of the condition of the country, both before and at the time of his arrival there; the mode of defence against the savages that was adopted by the inhabitants; and the measures he himself took for their security.

GERMAN FLATTS, FORT HERKIMER, JULY 6TH, 1781.

Sir,—I am in this county by order of Governor Clinton. Among other particulars in the instructions I have received from him, are the following. 'For a variety of reasons, I conceive it will conduce most to the good of the service that you should take post yourself in Tryon county. In the distribution of the troops, you are to have regard to the aid to be derived from the continental troops, and militia; to whom I will give such orders as will enable you to avail yourself of their aid.'

In consequence of these orders, and in expectation of the legislatures making provision to execute a plan, of which I had given a sketch to Governor Clinton, I am at present on these frontiers. Impelled by the situation of things in these parts, I beg leave to lay before your Excellency a short description of this country, with its present condition.

It is a country of the most luxuriant soil. Not only the lands along the river are exceedingly rich, but the back lands are also of the first quality. This tract of country exceeds any I passed through in our march upon the western expedition under General Sullivan. Most of the settlements lie along, or not far back from the Mohawk river. At the commencement of the present war, both sides of the river, from Schenectady to Germantown, which is seventy miles, the settlements were considerably thick; and everything had the appearance of ease and plenty. There were besides several valuable farms, extending fifteen miles higher up the river than Germantown. Germantown, however, is the last place where any number of families had fixed themselves together. At the beginning of the war the militia of the county did not amount to less than two thousand five hundred men. In

such a country, blessed with so fine a soil, lying along a delightful river, which affords an easy transportation of the produce to a valuable market, with a climate exceeded by none, one would have expected a consequent increase of population. But this was retarded by means which you are undoubtedly acquainted with. The obstructions to future growth and prosperity, will, I hope, in a little time be removed; and this part of the world, which is, perhaps, one of the first places on this continent, be surpassed by none. Flourish it must. Nothing but the hand of tyranny can prevent it much longer from becoming the garden of America.

The place from which I now write, is, at present, the advance settlement up the river, and lies sixty-three miles from Schenectady. This strip, sixty miles in length, is liable to Indian incursions, on both sides of the river. This the inhabitants have frequently experienced; and so severe has been their experience, that, out of two thousand five hundred upon the militia rolls, at the commencement of the war, at present, the whole number of classable inhabitants does not amount to one thousand two hundred. Of classable inhabitants, (that is, of those who were liable to be assessed to pay taxes, in order to raise men for the public service), there being not twelve hundred, the number liable to be called upon to do military duty, will hardly exceed eight hundred; so that there is a reduction in the county of at least two thirds, since the commencement of the war.

To account for this large reduction, I do not think I am wild in my calculations, when I say, that one-third of them have been killed, or carried captive by the enemy; one-third have removed to the interior parts of the country; and one-third deserted to the enemy. The present distressed situation of the inhabitants, is such, as to demand sympathy from the most unfeeling heart. Each neighbourhood has erected for itself a fortification. Within these forts, the inhabitants have in general taken up their residence. Each fort contains from ten, to upwards of fifty families. There are twenty-four of these fortifications within the county. Pitiable, indeed, is the case of a people, thus situated. But wretched as their situation is, such is the state of the country; and in such a condition are the people who inhabit it. But, notwithstanding their deplorable situation, should they be fortunate enough to preserve the grain they at present have in the ground, they will have an immense quantity more than will be sufficient for their own consumption.

To protect this country, as much as possible, is our present business; and this is the point, to which I now wish to call your

Excellency's attention. By withdrawing the regular troops, the county is, undoubtedly, much weakened. At this time, I have not, in the whole county, more than two hundred and fifty men, exclusive of the militia. Some reinforcements, Governor Clinton writes me word, are coming from the eastward. Part of these, we may hope, will come this way; and, by others being sent to the northward, I flatter myself I shall be able to withdraw those levies, which have been placed under my command, which are, at present, that way.

I heartily wish to have as much force as possible, to assist in the preservation of a people whose sufferings have already, been so exceeding great. But, be the force larger or smaller, I can only promise to do everything in my power, for the relief of a people, of whom I had some knowledge in their more prosperous days; and am now acquainted with in the time of their deep distress; a people, whose case I most sincerely commiserate. At the same time, I think it my duty to inform your Execellency, that, after withdrawing the two regular regiments from these parts, I expect to have the command of all the troops that may be ordered into this county for its common defence. This is what Governor Clinton told me would be the case. Should the legislature make such further provision, for the defence of the county, as I have requested, notwithstanding its present deplorable situation, I shall hope to have the state of things much more respectable than hitherto it has been. Nor shall I exceed my hopes, if, in the course of less than twelve months, I shall be able to convince the enemy, that they are not without their vulnerable quarters in these parts.

Since I have been in this part of the country, I have been endeavoring to put matters in some kind of regulation. With the approbation of the governor I have fixed my quarters at Canajoharie [district at Fort Plain], on account of its central position. And my intention is to manage business so as to have an opportunity of acquainting myself as well as possible with every officer and soldier I may have in charge. In order the better to do this, I propose, as far as I can make it any way convenient, to guard the different posts by detachments, to be relieved as the nature of the case will admit. And as the relieved troops will always return to Fort Rensselaer [Fort Plain], where my quarters will be, I shall have an opportunity of seeing them all in turn. Having troops constantly marching backwards and forwards through the country, and frequently changing their route, will answer several purposes, such as will easily be perceived by you, sir, without my mentioning them. This is not the only way by which

I expect to become particularly acquainted with the troops and their situation. I intend occasionally to visit every part of the country, as well to rectify such mistakes as are common among the kind of troops I have at present in charge, as to enable me to observe the condition of the militia, upon whose aid I shall be under the necessity of placing considerable reliance.

In order to shew that I have some reason to place dependence upon the militia, I shall first mention a transaction that took place a few nights ago at Canajoharie. An account was sent me at one o'clock in the morning, that about fifty Indians and Tories were in the neighborhood of a place six miles off. Having with me at the fort no more regular troops than were necessary to guard it, I sent for a captain of the militia; and in less than an hour he was out with seventy men in search of the enemy. In short, they are a people, who, having experienced no inconsiderable portion of British barbarism, are become keen for revenge, and appear properly determined.

It is with regret I trespass upon your time in this manner; but I am desirous of giving you as good a sketch as I can of the situation of this country. It is easy for you to perceive that the strength we now have this way is inadequate to the fortress intended to be erected at this place by Major Villa * * * the engineer, who was ordered here for the purpose of fortifying this place. Nor did I see the great necessity of such works being erected here: I humbly conceive that some small improvements to the works we already have, will answer our present purpose. And I am pretty clear it will be all that we shall be able to accomplish.

If it should meet with your approbation, I should be glad to make such a disposition of the cannon and other ordnance stores, as may appear most secure, and best calculated to protect the country. For to me it is clear, that the way to protect these parts is, in case the enemy should again appear this way with any thing of force, to collect all the strength we can get to a point, and endeavour to beat them in the field, and not attempt to defend any one particular spot: for such is the exposed state of the country, that the enemy can make incursions in almost any quarter. Beside this, it is not their policy or custom to halt to invest any particular place. It is therefore my opinion, that by joining our whole force together, and not by defending any one post, we are to endeavour to protect these frontiers, whilst these small stockade forts, and block houses, which the inhabitants themselves have built, are in general sufficient to cover them

against such parties of Indians and Tories as usually make this way.

I should count myself happy in having your sentiments upon this subject. At present I have at this place about one hundred men: nor is it possible without calling on the inhabitants below, to afford this place more men until I receive some reinforcements. I need not say to you, sir, that nothing can be done towards erecting the new fort, with the men I now have. I shall, therefore, only endeavour to repair the works already at this place, until I shall receive further orders

I have the honour to be with the greatest sincerity
your Excellency's most obedient
and humble servant,
Marinus Willett.

To His Excellency, Gen. Washington.

The following letter is from Colonel Willett to Governor Clinton:

German Flatts, July 6th, 1781.

Sir,—At present I am at this place, with one hundred and twenty of the levies, including officers; and Captain Moody's company of artillery, which is but twenty strong. The total of all the levies in this county beside is ninety-six. A very insufficient number indeed to perform such business as is expected from us. I am crowded with applications for guards, and have nothing to guard with. I will, however, do my best, and have no doubt, you will pay as much attention to our situation as you can.

That part of my regiment of levies not with me at this place, is stationed as follows. At Schoharie I have placed a little over twenty men: Kaatskill about the same number, unless they have received recruits from Dutchess County, where I ordered them to send officers for that purpose. Captain White has his company still at Ballstown, except a few left with the commissioners of Albany, which I have ordered to join him. This whole company consists of about thirty men. Captain Whelp's company is ordered this way from Saratoga, where the companies of Captains Gray and Dunham still remain. I shall endeavour to make some alterations, but am at a loss, with the very few men we have, to know how. I shall be glad to have your sentiments on this matter as soon as possible. I confess myself not a little disappointed in having such a trifling force for such extensive business as I have upon my hands; and also that nothing is done to enable me to avail myself of the aid of the militia. The prospect of a suffering country hurts me. Upon my own account I am not uneasy.

Every thing I can do shall be done; and more cannot be looked for. If it is, a reflection that I have done my duty, must fix my own tranquillity.

I am your Excellency's most obedient
and very humble servant,
Marinus Willett.

To His Excellency, Gov. Clinton.

In the preceding campaign of 1780, the defense of the Mohawk country had been committed to Colonels Malcomb, Dubois and Brown, aided by three regiments of levies. During that year, the enemy made an incursion in that quarter; and marching deliberately through the country, laid waste on both sides of the river. The only opposition they met with in this cruel incursion, was from Col. Brown, who was himself slain. This disastrous campaign, in connection with other losses and attacks, had so completely disheartened the inhabitants that few remained upon their farms.

In the beginning of July, '81, Col. Willett arrived at Fort Rensselaer [Fort Plain], his headquarters, and relieved Colonel Courtland, who had been stationed in this quarter with a regiment of continental troops. Soon after his arrival, he received advice that the enemy in considerable force were destroying the settlements at Corey's Town, [Currytown] which lay about eleven miles to the southeast of where he was. The steps Colonel Willett took to repel this incursion will be seen in the following letter to Governor Clinton.

Fort Rensselaer, 1st July, 1781.

Sir,—In my letter of yesterday, I informed your Excellency, that, while I was writing, several smokes were discovered to the south-east; and that they were supposed to be produced by the enemy setting fire to Corey's Town. I had, early in the morning, detached thirty-five men of the levies, under the command of Capt. Gross, to Thurlough, [Sharon] but, upon the discovery of the smoke, I sent an express to Capt. Gross, to try to find out the track of the enemy. At the same time that the express was sent off to Captain Gross, I detached Captain McKain, with sixteen levies, with directions to collect as many of the militia as he could, and move towards Corey's Town [Currytown]. Notwithstanding this settlement was eleven miles from this place, Captain McKain was in time to assist in saving some of the buildings by quenching the fire. In the mean time, I was endeavouring to collect as many of the militia as I could, in order to join with the few levies I had, to go in pursuit of the enemy. It was dusk before I could get

ready to march; and when I did march, the whole of my force, after being joined by the detachment of Captains McKain and Gross, was only one hundred and seventy strong. I had been so fortunate, as to discover, not only the track of the enemy, but the place where they had encamped the same day; and had reason to think, that they would return there again, and, probably that night. This determined me to march directly to the place of their encampment. Notwithstanding it was reported that the enemy were numerous, and the distance to the encampment eighteen miles, still I conceived it possible to arrive there before day, and perhaps surprise the enemy asleep in their encampment. This I should have accomplished, had it not been for the thickness of the woods, and the guide losing his way, for a considerable time, in the dark. In consequence of this delay, it was near six o'clock in the morning before our arrival, so that the enemy discovered our approach in time to prepare for our reception. They had left their camp, and taken other and better ground, so that we had to prepare for the attack under some disadvantages. The enemy, however, who were nearly of the same number with us, did not wait for us to begin the attack, but, with great appearance of determination, by their yelling and shouts, advanced, and began the fire. This was the fury of Indians, and nothing else; for upon the huzzas and advance of the front line, they soon gave way. At the same instant, another attack of the same kind was made upon our right, and would have been more injurious to us, had it not been for our reserve under the command of Captain McKain [McKean] who returned the attack with such spirit, that the enemy, dispersing in small parties, soon sought safety in flight.

This battle lasted an hour and a half. The enemy's force consisted of about two hundred. Our loss, in killed, was five; missing and wounded, nine. The enemy's loss was supposed to be not less than forty, as near that number were found dead on and near the place of action.

In this action, Captain McKain, a brave, and very valuable officer, received a wound, of which he died, before he got to Fort Rensselaer [Fort Plain], where he was buried. He had a son with him, a fine lad, who was likewise wounded, but recovered.

In consequence of the happy effects of this action, but little trouble was experienced from the enemy throughout the remainder of the summer. They were sometimes discovered, but in no considerable bodies and, being always pursued, they fled without doing much injury. * * *

The foregoing ends the quotation from "Willetts' Narrative."

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The following condensation of Simms' description of the battle of Dorlach or Sharon is from the Editor's "Old Fort Plain and the Middle Mohawk Valley:"

"1781, July 9, 500 Indians and Tories entered the town of Root on one of the raids that devastated Montgomery county the latter years of the war. Their commander was Capt. John Dockstader, a Tory who had gone from the Mohawk country to Canada. The settlement of Currytown (named after William Corry, the patentee of the lands thereabout) was the first objective of these marauders. Here a small blockhouse had been erected, near the dwelling of Henry Lewis, and surrounded with a palisade. At about ten in the morning the enemy entered the settlement. Jacob Dievendorf, a pioneer settler, was at work in the field with his two sons, Frederick and Jacob and a negro boy named Jacobus Blood. The last two were captured and Frederick, a boy of 14, ran toward the fort but was overtaken, tomahawked and scalped. Mrs. Dievendorf, in spite of being a fleshy woman, made for the fort with several girl children and half a dozen slaves and reached it in safety, on the way breaking down a fence by her weight in climbing over. Peter Bellinger, a brother of Mrs. Dievendorf, was plowing and hearing the alarm, unhitched a plow horse and, mounting it, rode for the Mohawk and escaped although pursued by several Indians. Rudolf Keller and his wife happened to be at the fort, when the enemy appeared; Keller, Henry Lewis and Conrad Enders being the only men in the blockhouse at that time. Frederick Lewis and Henry Lewis jr., were the first to reach the fort after the invaders' appearance. Frederick Lewis fired three successive guns to warn the settlers of danger and several, taking the warning, escaped safely to the forest. Philip Bellinger thus escaped but was severely wounded and died with friends shortly after. Rudolf Keller's oldest son, seeing the enemy approach, ran home and hurried the rest of the family to the woods, the Indians entering the Keller house just as the fugitives disappeared into the forest. Jacob Tanner and his family were among the last to reach the blockhouse. On seeing the Indians coming, Tanner fled from his house, with his gun in one hand and a small child in his other arm, followed by his wife with an infant in her arms and several children running by her side holding onto her skirts. Several redmen with uplifted tomahawks chased the Tanner family toward the fort. Finding that they could not overtake them, one of the Indians fired at Tanner, the ball passing just over the child's head he carried and entering a picket of the fort. The

defenders fired several shots at the savages and the fleeing family entered the block-house safely.

The Indians plundered and burned all the buildings in the settlement, a dozen or more, except the house of David Lewis. Lewis was a Tory and, although his house was set on fire, an Indian chief, with whom he was acquainted, gave him permission to put it out when they were gone. Jacob Moyer and his father, who were cutting timber in the woods not far from Yates, were found dead and scalped, one at each end of the log. They were killed by the party who pursued Peter Bellinger.

The lad, Frederick Dievendorf, after lying insensible for several hours, recovered and crawled toward the fort. He was seen by his uncle, Keller, who went out to meet him. As he approached, the lad, whose clothes were dyed in his own blood, still bewildered, raised his hands imploringly and besought his uncle not to kill him. Keller took him up in his arms and carried him to the fort. His wounds were properly dressed and he recovered, but was killed several years after by a falling tree. Jacob Dievendorf senior, fled before the Indians, on their approach and, in his flight, ran past a prisoner named James Butterfield, and at a little distance farther on hid himself under a fallen tree. His pursuers enquired of Butterfield what direction he had taken. "That way," said the prisoner, pointing in a different direction. Although several Indians passed by the fallen tree Dievendorf remained undiscovered.

An old man named Putman, captured at this time, was too infirm to keep up with the enemy and was killed and scalped not far from his home.

The Currytown captives taken along by the enemy were Jacob Dievendorf jr., the negro Jacob, Christian and Andrew Bellinger, sons of Frederick Bellinger, and a little girl named Miller, ten or twelve years old. Christian Bellinger had been in the nine month [militia] service. He was captured on going to get a span of horses, at which time he heard an alarm gun fired at Fort Plain. The horses were hobbled together and the Indians, with a bark rope, had tied the hobble to a tree in a favorable place to capture the one who came for them, who chanced to be young Bellinger. His brother (Andrew) was taken so young and kept so long— to the end of the war— and was so pleased with Indian life, that Christian had to go a third time to get him to return with him. Michael Stowitts (son of Philip G. P. Stowitts, who was killed on the patriot side in the Oriskany battle) was made a prisoner on the Stowitts farm, and is credited with having given the invaders

an exaggerated account of the strength defending the fort, which possibly prevented its capture; but it is well known that even small defenses were avoided by the enemy, who did not like exposure to certain death.

On the morning of the same day of the Currytown raid (1781, July 9) Col. Willett sent out, from Fort Plain, Capt. Lawrence Gros with a scouting party of 40 men. Their mission had the double object of scouting for the enemy and provisions. Knowing that the settlements of New Dorlach and New Rhinebeck were inhabited mostly by Tories and that he might get a few beeves there, Gros led his men in that direction. Near the former home of one Baxter, he struck the trail of the enemy and estimated their number from their footprints at 500 men at least. Gros sent two scouts to follow the enemy and then marched his squad to Bowman's (Canajoharie) creek to await their report. The scouts came upon the enemy's camp of the night before after going about a mile. A few Indians were seen cooking food at the fires—making preparations, as the Americans supposed, for the return of their comrades who had gone to destroy Currytown. The two rangers returned quickly to Gros and reported their find, and the captain dispatched John Young and another man, both mounted, on a gallop to Fort Plain to inform Col. Willett. The commandant sent a messenger to Lieut. Col. Vedder, at Fort Paris, with orders to collect all troops possible, at his post and elsewhere, and to make a rapid march to the enemy's camp. Col. Willett detailed all the garrison of Fort Plain he could, with safety detach from that post, for the field. In addition he collected what militia he could from the neighborhood and set out. Passing Fort Clyde in Freysbush, Willett drafted into his ranks what men could there be spared and about midnight he joined Capt. Gros. at Bowman's creek. The Americans numbered less than 200 men, many of whom were militia. Col. Willett's battalion set out and, at daybreak, reached the enemy's camp, which was in a cedar swamp on the north side of the Great Western Turnpike, near the center of the present town of Sharon, two miles east of Sharon Springs. This camp was on the highest ground of the swamp, only a few roads from the turnpike. On the south side of the road, a ridge of land may be seen and still south of that a small valley. By a roundabout march, Willett reached this little dale and there drew up his force in a half-circle formation. The men were instructed to take trees or fallen logs and not to leave them and to reserve their fire until they had a fair shot.

The enemy was double the number of the patriot force and stratagem was resorted to by the Fort Plain commandant. He sent several men over the ridge to show themselves, fire upon the raiders and then flee, drawing the foe toward the American ranks. This ruse completely succeeded and the entire Tory and Indian band snatched up their weapons and chased the American skirmishers who fled toward Willett's ambuscade, Frederick Bellinger being overtaken and killed. The enemy was greeted with a deadly fire from the hidden soldiers and a fierce tree to tree fight began which lasted for two hours until the Tories and Indians, badly punished, broke and fled. John Strobeck, who was a private in Captain Gros's company and in the hottest part of the fight, said afterwards that "the Indians got tired of us and made off." Strobeck was wounded in the hip. During the battle, from a basswood stump, several shots were fired with telling effect at the patriots. William H. Seeber rested his rifle on the shoulder of Henry Failing and gave the hollow stump a centre shot, after which fire from that quarter ceased. About this time, it is said, the enemy were recovering from their first panic, learning they so greatly outnumbered the Continental force. A story is told that Col. Willett, seeing the foe gaining confidence shouted in a loud voice, "My men, stand your ground and I'll bring up the levies and we'll surround the damned rascals!" The enemy hearing this, and expecting to be captured or slain by an increased American body, turned and ran. In the pursuit Seeber and Failing reached the stump the former had hit and found it was hollow. Seeing a pool of blood on the ground, Col. Willett observed: "One that stood behind that stump will never get back to Canada."

The enemy, in their retreat, were hotly pursued by the Americans, led by Col. Willett in person and so complete was the defeat of the raiders that Willett's men captured most of their camp equipage and plunder obtained the day before in the Currytown raid. Most of the cattle and horses the raiders had taken found their way back to that settlement. Col. Willett continued the pursuit but a short distance, fearing that he might himself fall into a snare similar to the one he had so successfully set for the enemy. The American force returned victorious to Fort Plain, immediately after the battle, bearing with them their wounded. Their loss of five killed and about the same number wounded was small and due to their protected position and the surprise they sprang on their foe.

The Indians, in their retreat from Sharon, crossed the west creek in New Dorlach (near the former Col. Rice residence) and

made for the Susquehanna. The loss of the enemy was very severe—about 50 killed and wounded—and Dockstader is said to have returned to Canada (after one other engagement) with his force "greatly reduced." Two of the enemy carried a wounded comrade, on a blanket between two poles, all the way to the Genesee valley, where he died.

Five of Willett's men were killed, including Capt. McKean, a brave and efficient officer. He was taken to Van Alstine's fortified house at Canajoharie, which was on the then road from New Dorlach to Fort Plain, and died there the following day, after which he was buried in "soldier's ground" at Fort Plain; which was probably the burial plot about one hundred yards west of that post, remains of which are still to be seen. On the completion of the blockhouse, McKean's body was reburied on the brink of the hill in front of this fortification with military honors.

Among the wounded was a son of Capt. McKean, who was shot in the mouth. Jacob Radnour received a bullet in his right thigh which he carried to his grave. Like that Sir William Johnson got at Lake George, it gradually settled several inches and made him very lame. Han Garrett Dunckel was wounded in the head, "a ball passing in at the right eye and coming out back of the ear." Nicholas Yerdon was wounded in the right wrist, which caused the hand to shrivel and become useless. Adam Strobeck's wound in the hip has been mentioned. All three of the latter came from Freysbush and Radnour, Dunckel and Yerdon were in the Oriskany battle, where Radnour and Yerdon were wounded. All these wounded were borne on litters back to Fort Plain and all recovered.

Finding their force defeated and having to abandon their prisoners in the flight, the Indians guarding them tomahawked and scalped all except the Bellinger boys and Butterfield. The killed at this time included a German named Carl Herwagen, who had been captured by the enemy on their return from Currytown to their camp the previous evening.

After the battle was over Lieut.-Col. Veeder arrived from Fort Paris with a company of 100 men, mostly from Stone Arabia. He buried the Americans killed in battle and fortunately found and interred the prisoners who were murdered and scalped near the enemy's former camp. The Dievendorf boy, who had been scalped, was found alive half buried among the dead leaves, with which he had covered himself to keep off mosquitoes and flies from his bloody head. One of Veeder's men, thinking him a wounded Indian, on account of his gory face, leveled his gun to shoot but

it was knocked up by a fellow soldier, and the Currytown boy's life was spared for almost four-score years more. Young Dievendorf and the little Miller girl, also found alive, were tenderly taken back to Fort Plain, but the latter died on the way. Doctor Faught, a German physician of Stone Arabia, tended the wounds of both Jacob Dievendorf and his brother Frederick Dievendorf and both recovered. Jacob Dievendorf's scalped head was five years in healing. He became one of the wealthiest farmers of Montgomery county and died Oct. 8, 1859, over seventy-eight years after his terrible experience of being scalped and left for dead by his red captors on the bloody field of Sharon.

The battle of Sharon was fought principally on the present Engle farm, but the action also covered some of the present day adjoining lands.

The battle of Sharon was fought, almost entirely, by men from the present limits of the town of Minden—the Fort Plain garrison, with additions from that of Fort Clyde, and the Minden militia. Some of the soldiers doubtless came from Forts Willett, Windecker and Plank. The Fort Paris battalion, as seen, did not get up in time to fight. The list of the Americans wounded at Sharon would indicate that the greater part of Willett's battalion were local men. Probably the men of the Mohawk formed a large percentage of the valley garrisons of that time. There was then little for the men of the Mohawk to do but to guard and fight and, between times, to till the fields which were not too exposed to the enemy's ravages. Practically all the central and western Mohawk Valley population must have clustered in and about the principal forts for protection.

* * * * *

Near German Flats, 1781, were several encounters. One of them was marked by great bravery on the part of Captain Solomon Woodworth and a small party of fifty rangers which he organized. He marched from Fort Dayton to the Royal Grant for the purpose of observation. On July 2, 1781, at present Kast's Bridge, he fell into an Indian ambush. One of the most desperate and bloody skirmishes of the war hereabouts then ensued. Woodworth and 35 of his scouts were slain. This was the same Woodworth who so valiantly defended the Sacandaga blockhouse, as told in a previous chapter. His company assembled at Fort Plain only a few days previous to the fatal action. Some of his men were recruited from soldiers of the Fort Plain garrison whose time was soon to expire.

* * * * *

In this year also occurred the heroic defense by Christian Schell of his blockhouse home about five miles north of Herkimer village. Sixty Tories and Indians under Donald McDonald, a Tory formerly of Johnstown, attacked the place, most of the people fleeing to Fort Dayton. Schell had eight sons and two of them were captured in the fields while the old man ran safely home and with his other six sons and Mrs. Schell made a successful defense. They captured McDonald wounded. The enemy drew off, having 11 killed and 15 wounded. Schell and one of his boys were killed by Indians in his fields a little later.

* * * * *

In July, 1781, a party of 12 Indians made a foray in the Palatine district and captured five persons, on the Shults farm two miles north of the Stone Arabia churches. Three sons of John Shults—Henry, William and John junior, a lad named Felder Wolfe and a negro slave called Joseph went to a field to mow, carrying their guns and stacking them on the edge of the field, skirted on one side by thick woods. From this cover the Indians sprang out, secured the firearms, captured the harvesters and took them all prisoners to Canada. Upon the mowers not returning, people from the farm went to the field and found their scythes, but the guns were missing. These were the only evidences that the harvesters had been made prisoners. They remained in Canada until the end of the war.

* * * * *

In the summer of 1781 Col. Willett went with a scouting party from Fort Plain to Fort Herkimer and on his return stopped at the Herkimer house. Here then lived Capt. George Herkimer, brother of the deceased general, who had succeeded to the Fall Hill estate. At this time a small body of Indians was seen in the woods above the house and Mrs. Herkimer went to the front door and stepped up on a seat on the stoop and, with her arm around the northwest post, she blew an alarm for her husband who with several slaves was hoeing corn on the flats near the river. Col. Willett came to the door and seeing the woman's exposed position shouted, "Woman, for God's sake, come in or you'll be shot!" He seized hold of Mrs. Herkimer's dress and pulled her inside the house and almost the instant she stepped from the seat to the floor a rifle ball entered the post—instead of her head—leaving a hole long visible. It is presumed that Willett's men quickly drove off the enemy as Captain Herkimer was not harmed.

* * * * *

After the battle of Cobleskill, in 1778, the Cobleskill section enjoyed quiet until the year 1781. Roscoe's History of Schoharie County has the following concerning the building of the Cobleskill fort and the Tory raid of 1781:

"The lower and middle (Schoharie) forts being too small to accommodate the settlers of the surrounding country, many of the women and children were taken to the 'Camps' upon the Hudson, where nearly all of them had relatives, with whom they could visit and be safe from the savage enemy; owing also to the distance the settlers of this section were compelled to travel daily, for protection when invasions were threatened, besides the hospitality of private families becoming wearied in quartering soldiers, the citizens applied to the Committee of Safety for the building of a blockhouse at some point in the valley.

"Col. Dubois, of the regular service, being stationed at the lower fort, was ordered to superintend its structure, which was commenced in the spring of 1781 and finished before the harvest by the aid of soldiers and citizens. It was built near the (1882) residence of Charles Hamilton and was of sufficient capacity to accommodate the settlers in itself, without their being compelled to build tents or huts within the pickets, as at Schoharie, for the comfort of those that resorted to it."

There are no details of the shape and construction of this fort, but it is known to have had at least one blockhouse. It probably had two blockhouses situated at diagonal corners, with lookout towers or "cupalos" for a watch of the surrounding country. The palisades enclosed the house of Peter Shafer, which stood on the site of the later Hamilton house. The Shafer and Borst families were the first settlers of the Cobleskill village section, locating just east in 1749. A moat surrounded the fort, in which the water of the nearby brook was turned and from which the garrison was supplied. Roscoe continues:

"Here (at Fort Dubois) the militia were stationed and obtained their supplies from the people gratuitously and, we may imagine, lived upon the 'fat of the land.' The hen roosts and granaries of the Tories of 'Rhinebeck' (Lawyersville section in the present town of Seward, Schoharie County) were often visited by the soldiers on their scouting expeditions and their 'donations' thankfully and most agreeably received. * * * They said in substance 'If your party destroy our crops and other means of subsistence, we will live upon you.' After thus helping themselves to their productions, the Tories became greatly incensed and concluded to follow the adage of 'diamond cut dia-

mond' and devastate the (Cobleskill) valley. Consequently, in the latter part of September, 1781, a party of Indians from the Mohawk appeared in the Karker neighborhood and were joined by a number of Tories to carry out their designs. The leader was from 'New Rhinebeck' and full of vengeance as he had been stripped of his cattle by Willett and hunted by the Cobleskill scouts."

Fort Dubois was slimly garrisoned and no defense was made against this invasion, which was carried out so slyly that it was over before the militia could gather to oppose it. The raiders burned the Lawyer, Bouck, Ferster and King houses, which had been rebuilt since the 1778 raid and massacre. They set fire to the Judge Shafer buildings. Mrs. Shafer was in the fort. She saw the fire and went alone and put out the fire in the dwelling, after the raiders had passed on. They returned the next day and finished the burning of the house. One boy, George Frimire, was killed and scalped. The Tories and Indians passed up the valley, driving along some thirty cattle, which was all they could collect. Doubtless the Whigs and the soldiers of Fort Dubois retaliated for this foray.

CHAPTER 71.

BATTLES OF JOHNSTOWN AND BUTLER'S FORD.

1781—OCTOBER 24, ROSS AND BUTLER'S TORY AND INDIAN RAID IN MONTGOMERY AND FULTON COUNTIES—OCTOBER 25, AMERICAN VICTORY AT JOHNSTOWN—WILLETT'S PURSUIT, KILLING OF WALTER BUTLER AND DEFEAT OF THE ENEMY AT WEST CANADA CREEK, OCTOBER 30—REJOICING IN THE MOHAWK VALLEY.

Small guerilla parties continued to lurk around the frontier settlements during the remainder of the summer and early autumn of 1781. The vigilance of Col. Willett's scouts prevented their doing any great damage. The Tories, however, had lost none of their animosity against their former neighbors in the Mohawk Valley, and in the late autumn of this year again took the field.

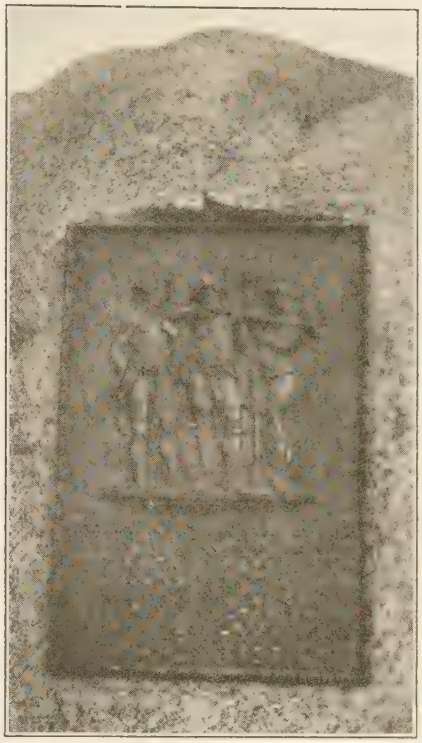
In October, 1781, occurred the last great raid, which took place during the war in the limits of western Montgomery or within present Montgomery and Fulton Counties. The invaders were so severely punished by the valley troops under Willett, that it had a deterrent effect upon their further enterprises of this kind, at least in the neighborhood of Willett's headquarters at Fort Plain.

This last local foray was commanded by Major Ross and Walter Butler and consisted of 700 Tories and Indians and British regulars. Ross was afterward in command of the British fort at Oswego, when Capt. Thompson came from Fort Plain bearing to the enemy news of an armistice between England and the United States. Of this interesting journey mention is made in a following chapter. October 24, 1781, the enemy broke in upon the Mohawk settlements from the direction of the Susquehanna, at Currytown, where they had so ravaged the country a few months earlier. They burned no buildings as they did not wish their presence yet known to the neighboring militia. That same morning a scouting party went from Fort Plain towards Sharon Springs, there separating, all of them returning to their post except Jacob Tanner and Frederick Ottman, who set out for Currytown, where Tanner wished to visit his family. Near Argusville they came in touch with the enemy, who were approaching the Mohawk by the southwest route. The two American

scouts ran down Flat Creek and, throwing away their guns and knapsacks, escaped and spread the alarm. At the Putman place (Willow Basin, in the town of Root below the Nose), they came upon a funeral party attending services over the remains of Frederick Putman, who had been killed by the enemy while hunting martin up Yatesville Creek. Thus warned, the party broke up and its members fled for safety and to warn others.

The enemy in force, to the number of 700, went from Argusville to Currytown, plundering houses on their way but avoiding the little fort at that place. From Currytown they made for the Mohawk and there came upon and captured the two scouts, Tanner and Ottman, Rudolf Keller and his wife, Michael Stowitts and Jacob Myers, all returning from the Putman funeral, and later took John Lewis near the river. Mrs. Keller was left near Yatesville (now Randall) by the intercession of a Tory nephew. Half a dozen other women just previously taken were also left here, among them Mrs. Adam Fine and a girl named Moyer. The invaders after this did not encumber themselves with any more women prisoners on this raid. Myers was an old man and, on the forced and terrible march which followed the Tory defeat at Johnstown he could not keep up with the party and was killed and scalped.

Leaving the Yatesville neighborhood, Major Ross led his party on the south side down the Mohawk, taking the new road recently laid over Stone Ridge, into the present town of Glen. On the ridge they came at twilight to the Wood home, and took there John Wood captive. Here Joseph Printup, a lieutenant of militia, was at his son's (William I. Printup) house, as were also Jacob Frank, John Loucks and John Van Alstyne, neighbors. Printup had been cleaning his gun and, as he reloaded it, said: "Now I'm ready for the Indians." Almost at the same instant the advance party was seen approaching the house. Frank and Loucks ran for the woods, Loucks being shot down and scalped and Frank escaping. Printup fired on the advance party. An Indian put his gun to the patriot's breast, but a Tory friend of Printup's, with the Indians, struck the gun down and the Whig lieutenant was hit in the thigh. The Tory interfered and saved Printup's life and then he was made prisoner. Several times during the following march the lieutenant was saved from the Indians' tomahawks by his friend of the enemy. Printup suffered agonies on the way but finally got to Johnstown, where an old Scotch woman, Mrs. Van Sickler (probably the wife of Johnstown's first blacksmith and also Sir William's), interceded for him and he was left



JOHNSTOWN BATTLE MARKER.

Commemorating the battle of Johnstown, October 25, 1781. Erected at the southeast corner of Johnson and O'Neill avenues by the Johnstown Chapter, D. A. R. Photo by Mr. H. V. Bush, Canajoharie.

FULTON COUNTY JAIL, JOHNSTOWN, 1772.

Built as the county jail of Tryon County in 1772, the central stone building was stockaded and became the American Fort Johnstown of the Revolution, 1776-1783. Photo by Mr. Harry V. Bush, Canajoharie.

at her house. From here he returned to Stone Ridge and was finally cured of his wounds. At the time of his capture Van Alstyne was also made prisoner and he helped Printup along the road. According to the Indian custom, had he not been able to keep up, he would have been at once scalped and killed.

Jacob, a brother of the former Van Alstyne, was taken shortly after as was Evert Van Epps. John C., a son of Charles Van Epps, spread the alarm on horseback down the river, and the inhabitants fled to safety in the woods. At Auriesville Printup told Van Alstyne to escape if he could and the latter promptly ran for liberty up the ravine. The enemy continued on to Yankee Hill, in the town of Florida, fording the Schoharie at its mouth. Captain Snook sent Conrad Stein to warn the settlers hereabouts, who mostly escaped.

On the morning of October 25, 1781, the invading party broke camp, forded the Mohawk, entered the town of Amsterdam and headed for Johnstown, small parties of Indians meanwhile raiding the country in every direction. Houses were burned belonging to farmers by the name of Wart, Henry Rury, Captain Snook, John Stein, Samuel Pettingill, William DeLine, Patrick Connelly, George Young and several others in the neighborhood. A man named Bowman was killed and scalped.

The raiders crossed the Mohawk near Stanton's Island, below Amsterdam. Here they burned the houses of Timothy Hunt and Nathan Skeels. Soon after the Tory main body went over the ford a Whig named Ben Yates came up on the south bank and saw an Indian on the opposite shore. "Discovering Yates and, doubting his ability to harm him, he turned 'round and slapped his buttocks in defiance. In the next instant, a bullet from the rifle of Ben struck the Indian, and the former had only to ford the river to get an extra gun and some plunder made in the neighborhood."

That same morning Capt. Littel led a scouting party from the Johnstown fort to learn the enemy's whereabouts. Five miles east of Johnstown they came upon Ross's advance party. Here Lieut. Saulkill, of the scouts, was killed and the rest of the party fled and later were in the ensuing battle. At Johnstown, Hugh McMonts and David and William Scarborough were killed by the raiders.

As soon as the news reached Col. Willett at Fort Plain he started to the rescue with what men he could hastily collect. Marching through the night he reached Fort Hunter the next morning (October 25, 1781), but the enemy had already crossed

the river and directed their course toward Johnstown, plundering and burning right and left. Willett's force lost some time in fording the Mohawk which was not easily passable at this point, but this accomplished the pursuit was vigorously prosecuted and the enemy were overtaken at Johnstown.

Col. Willett had but 416 men, and his inferiority of force compelled a resort to strategy in attacking. Accordingly Col. Rowley, of Massachusetts, was detached with about 60 of his men and some of the Tryon County militia to gain the rear of the enemy by a circuitous march and fall upon them, while Col. Willett attacked them in front. The invaders were met by Col. Willett near Johnson Hall and the battle immediately began. It was for a time hotly contested, but at length the patriot militia, under Willett, suddenly gave way and fled precipitately, before their commander could induce them to make a stand. The enemy would have won an easy and complete victory had not Col. Rowley at this moment attacked vigorously upon their rear and obstinately maintained an unequal contest. Willet's men fled to Johnstown but later returned to the field. At nightfall, after a severe struggle, the enemy overcome and harassed on all sides, fled in confusion to the woods, not halting to encamp until they had gone several miles. In the engagement the Americans lost about 40; the enemy had about the same number killed and 50 taken prisoners. This American victory was won on the northwest limits of the present city of Johnstown and near Johnson Hall, where a monument marks the field.

A young patriot, named William Scarborough, was among the garrison at the Johnstown fort at the time of this action, left it with another soldier named Crosset, to join Willett's force. They fell in with the enemy on the way, and Crosset, after shooting one or two of the latter, was himself killed. Scarborough was surrounded and captured by a company of Highlanders under Capt. McDonald, formerly living near Johnstown. Scarborough and the Scotch officer had been neighbors before the war and had got into a political wrangle, which resulted in a fight and the beating of the Highland chief. Henceforward he cherished a bitter hatred toward his adversary, and finding him now in his power, ordered him shot at once. His men refusing the murderous office, McDonald took it upon himself, and cut the prisoner to pieces with his sword.

Capt. Andrew Fink of Palatine was also in the Johnstown battle. During the action near the Hall, the British took from the Americans a field-piece, which Col. Willett was anxious to

recover. He sent Capt. Fink with a party of volunteers, to reconnoitre the enemy and if possible get the lost cannon. Three of the volunteers were Christian and Myndert Fink, brothers of the captain, and George Stansell. While observing the movements of the enemy from the covert of a fallen tree, Stansell was shot down beside his brave leader with a bullet through his lungs, and was borne from the woods by Han Yost Fink. Strengthening his body of volunteers, Capt. Fink again entered the forest. The cannon was soon after recaptured and, it being near night and the enemy having fled, Willett drew off his men and quartered them in the old Episcopal Church at Johnstown, gaining entrance by breaking a window.

The day after the battle Col. Willett ordered Capt. Littel to send a "scout" (scouting party as then called) from Fort Johnstown to follow the enemy, discover its direction and to report the same. Captain Littel had been slightly wounded in the Hall battle but took with him William Laird and Jacob Shew and set out after the enemy. (Shew was on service in many of the neighborhood posts, Fort Plain included, and is responsible for much of the information Simms used regarding local events.)

The enemy camped the first night near Bennett's Corners, four miles from the Hall, and the following day, striking the Garoga Valley, went up that stream and went into camp for the night (Oct. 26, 1781) half a mile beyond the outlet of Garoga Lakes. The next day Littel's scouting party came up and warmed themselves at Ross's deserted camp fires. After further observing the enemy's trail Littel became satisfied that they would go to Canada by way of Buck's Island. His party lodged in the woods, near Ross's last camp, and returned to Fort Johnstown next day, from whence Peter Yost was sent on horse, with messages to Col. Willett at Fort Dayton, to which post he had advanced.

Ross's party meanwhile was heading for West Canada Creek. The retreating Tories and Indians struck the most easterly of the Jerseyfield roads (leading to Mount's clearing), followed it several miles and encamped for the night on what has since been called Butler's Ridge in the town of Norway (Herkimer County), half a mile from Black Creek.

Early the next morning (October 26, 1781) Willett started his pursuit. He halted at Stone Arabia, and sent forward a detachment of troops to make forced marches to Oneida Lake, where he was informed the enemy had left their boats, for the purpose of destroying them. In the meanwhile he pushed forward with

the main force to German Flats, where he learned the advance party had returned without accomplishing their errand. From his scouts of the Johnstown Fort party, he also learned that the enemy had taken a northerly course to strike the West Canada Creek. With about 400 of his best men, he started in pursuit in the face of a driving snow storm.

The route of the pursuing band of Americans was as follows: From Fort Dayton up West Canada Creek, crossing it about a mile above Fort Dayton, going up its eastern side to Middleville, from there up the Moltner Brook to the Jerseyfield Road leading to Little Falls; striking the Jerseyfield Road northeast of present Fairfield Village, following it up and camping at night a mile or two from the enemy's position.

Willett's camp was in a thick woods on the Royal Grant. He sent out a scouting party under Jacob Sammons to discover the enemy. Sammons found them a mile or so above and, after reconnoitering their position, returned and reported to Col. Willett that the enemy were well armed with bayonets.

The American officer gave up the plan of a night attack upon them and continued his pursuit early the next morning (October 30, 1781), but the enemy were as quick on foot as he. In the afternoon he came up with a lagging party of Indians, and a short but sharp skirmish ensued. Some of the Indians were killed, some taken prisoners and others escaped. Willett kept upon the enemy's trail along the creek, and toward evening came up with the main body at a place called Jerseyfield, on the northeastern side of West Canada Creek. A running fight ensued, the Indians became terrified and retreated across the stream at a ford, where Walter Butler, their leader, tried to rally them. In this action it is said 25 of the enemy were killed and a number wounded. A brisk fire was kept up across the creek by both parties for some time. Butler, who had dismounted, left cover and took some water out of the creek with a tin cup. He was in the act of drinking it when he was seen by two of the American pursuing party—Anthony, an Indian, and Daniel Olendorf, a man from the present town of Minden. They both fired at once at Butler, who fell wounded in the head. The savage then threw off his blanket, put his rifle on it and ran across the stream to where Butler lay in great pain, supporting his head on his hand. Seeing the Indian brandishing his tomahawk, the Tory raised his other hand saying, "Spare me—give me quarters!" "Me give you Sherry Valley quarters" replied the red man and struck Butler dead with his weapon, burying it in his head. Just

as the Tory captain fell, Col. Willett came up on the opposite side of the creek. Olendorf told him where Butler lay and the American commander together with Andrew Gray of Stone Arabia and John Brower forded the stream and came upon the scene just as Anthony was about to take his dead victim's scalp. Col. Lewis, the Oneida chief with the American party here came up also and Anthony asked permission to scalp the fallen Tory. The red officer asked Willett if he should permit it. Col. Willett replied: "He belongs to your party, Col. Lewis," whereupon the chief gave a nod of assent and the reeking scalp was torn off the quivering body of the man who had incited his savages to inflict death and the same bloody mutilation on the bodies of scores of men, women and children.

Anthony stripped Butler and returned across the creek to Olendorf. Here the savage put on the red regimentals and strutted about saying: "I be British ofser." "You a fool," remarked Olendorf and told the Indian that if he was seen in Butler's uniform he would be instantly shot by mistake. The savage thereupon hurriedly shed his victim's clothes.

Butler's body was left where it fell, and the place was afterwards called Butler's Ford. The pursuit was kept up next day, when Willett, completely successful by entirely routing and dispersing the enemy, stopped and started on his return march.

The sufferings of the retreating force of beaten Tories and Indians, on their way to Canada, must have been many and acute. The weather was cold and, in their hasty flight, many of them had cast away their blankets to make progress more speedy. The loss of the Americans in this pursuit was only one man; that of the enemy is not known. It must have been very heavy. Colonel Willett, in his dispatch to Governor Clinton observed, "The fields of Johnstown, the brooks and rivers, the hills and mountains, the deep and gloomy marshes through which they had to pass, they alone can tell; and perhaps the officers who detached them on the expedition."

On account of the inclement weather and the lack of provisions, Willett and his force returned to Fort Dayton, after abandoning the chase of the badly beaten enemy. Here the people had gathered together and prepared a feast for the victorious American soldiers and their able commander. And the occasion was also one of great rejoicing over the death of Butler, from whom the people of Tryon County had suffered so much.

The news of the Johnstown and West Canada Creek victories and the death of Butler was spread through the valley at about

the same time as the tidings of the surrender of the British army under Cornwallis at Yorktown. That great event did not give any more joy to the people along the Mohawk than the welcome assurance that the fiend Butler had been wiped out in the vigorous pursuit by Willett and his fighting men. Willett's return to his headquarters at Fort Plain must have been in the nature of a triumphal march and he probably was there heartily greeted by the much tried people of the Canajoharie and Palatine districts.

* * * * *

The papers collected by Hon. Thomas Sammons, the Revolutionary patriot, and known as "the Sammons papers" contain an account of the battle of Johnstown by Lieutenant William Wallace. He was the guide who evidently piloted the Tryon County militia detachment, under the command of Major Rowley, to take up their position in the rear of and attack Ross's force from behind while Col. Willett made the frontal attack. Willett's men were defeated but Rowley's soldiers made such a stubborn attack against three times their number that the enemy fled when Willett returned to the attack. It would seem from Wallace's narrative that the victory was entirely due to the regulars and local militia under Major Rowley, who was severely wounded. The date of the Johnstown battle was October 25, 1781.

Col. Willett's force numbered only 416 men and Ross had over 700. Hence Willett resorted to the strategy of an attack in front and rear at the same time. His forces were evidently about evenly divided, giving about 200 men under Willett and 200 under Rowley. The latter had 60 Massachusetts regulars and about 150 Tryon County militia. Willett attacked Ross in front, evidently before Rowley got up. Greatly outnumbered, Willett's men were driven back to Johnstown shortly after which Rowley attacked Ross in the rear with great success and when Willett returned to the fight the enemy fled to the woods and the American victory of Johnstown was complete. After Willett was reinforced in Johnstown village by a party of Tryon militia, it is evident that over half his force, which then numbered 500, were Mohawk Valley militiamen.

Lieut. Wallace's account is a most interesting document relative to this important valley campaign and it is seemingly the best description of the Johnstown battle that has come under the notice of the editor of this work. It was originally published in the Mohawk Valley Democrat of Fonda, and is here reprinted in full, as follows:

"Col. Willett, having sent Rowley on with the militia to come in the rear of Ross, continued his march with the state troops on the main road through the village of Johnstown to the Hall farm, where Ross had arrived a little before. When Willett advanced, Ross fell back a short distance in the woods [and] formed an ambush. Willett's advance guard advanced in the woods while Willett formed his men on the field, with his field piece, for battle. His advance was repulsed with some loss. Ross ordered his men to leave their knapsacks where the ambush was formed and formed his men for battle. [He] advanced up to Willett on the field with his whole force [and] attacked him very furious. In a few minutes, Willett's men retreated and run in confusion to the village of Johnstown [and] left their field piece with the enemy. [The enemy] pursued Willett's men until near the village of Johnstown, about one mile. Ross * * * [did not know] the militia was in his rear [and] expected he had defeated all the forces Willett had collected, so Major Rowley came on them unexpectedly, while some were as much as a mile apart looking for plunder. Willett and Ross had commenced their engagement about one o'clock. Rowley attacked Ross about two o'clock.

"Lieut. William Wallace, who brought on the Tryon County militia, [had been] appointed by Col. Willett as a pilot under the command of Major Rowley of Massachusetts. This detachment was sent from Col. Willett [over] the road leading to the river on the hill south of the village [of Johnstown] and crossed the creek near where Nicholas Yost's mill is and went onward till some distance above the Hall, then came downward to the east on the north side of the Hall creek, when, coming near or by the clear lands they discovered the enemy in different places on the Hall farm.

"The enemy soon formed some of their men. Rowley's men advanced, fired on the enemy, [and] the enemy immediately advanced with some of their men to the right of Rowley along or near the Hall creek. Rowley ordered Wallace to meet them. Some of the men volunteered [and] they run to meet them. Wallace told the men not to fire till he told them, but one of his men fired and killed the officer [who] marched forward. When they fired from both parties, the enemy's detachment run. Rowley found the enemy collected [in] considerable force and stood. * * * [He] then received a ball through the ankle. He was carried back and the enemy then retreated back of a fence from where they were soon routed to another place where they made a

stand. The enemy, having left some men with a field piece they had taken from Willett, they were also attacked by some militiamen. They abandoned it, the ammunition was blown up [and] the field piece was no more used that day. The militiamen left the cannon and fell on the enemy [and] generally routed the enemy; but in some part of the scrimmaging [the enemy] drove the militia back. None of the militia left the field, they continued to prevent Ross from uniting his men together and, about sunset, Ross's men had all left the field and the militia had gained a complete victory. About this time Willett returned from the village of Johnstown. The militiamen brought [in] about 40 prisoners, picked forth from scattered men of Ross's men—probably not above two or three taken together.

"Willett, when he fell back to the village, received about 100 of the Tryon County militia. Why this delay of Willett was is difficult to know—from two to six o'clock. [He had] a much superior force in the village to Rowley, after he was joined with 100 militiamen. After Major Rowley was wounded, it is difficult to know, who was commander. Some privates, where small parties met, assumed command. The officers, wherever they were, did their duty—no confusion or none left the field until the enemy was completely drove from the field.

"Thus, for a second time, the militia of Tryon County defeated the enemy with a very inferior number. At Oriskany, the enemy were two to one in a battle of about five hours, were completely drove back [and] left Herkimer unmolested to make biers [litters] and carry their wounded off. With Ross left, then 250 [American soldiers] drove Ross from the field with seven or 800 men—like bulldogs, 'hold fast or die with the holt'."

* * * * *

The Mohawk Valley Democrat (Fonda), in its issue of February 27, 1913, printed a statement of Philip Graff, a Mohawk Valley soldier who took part in the West Canada Creek skirmish and was present at the death of Walter Butler. This document has been in the possession of the Sammons family for over a century. Graff's account differs somewhat from Olendorf's, but both are probably true, the confusion of the battle preventing both from seeing all its incidents individually. The Graff statement follows in its original verbatim form:

"In October, 1781, I was inlisted in the state troops for four months and was then stationed at Fort Herkimer in a company of Capt. Peter Van Ranselaer and Lieut. John Spencer. Some time in November after Col. Willett had a battle with Major Ross

at Johnstown he arrived at Fort Herkimer. Our company then was ordered to join with Col. Willett's men and with them we crossed the river from the south to the north side the next morning; we were marched to the north through the Royal Grants and encamped in the woods, made fire; some snow had fell that day. The next morning by daybreak we marched on to the enemy about one and came with the rear of the enemy, took some prisoners and Lieut. John Rykeman, several of their horses with blankets and provisions and packs on—we then pursued the enemy on to Jersey Field and in coming down a hill to the creek, we received a very strong fire from the enemy who had [crossed] the West Canada Creek, which was returned from Willett's men with spirit. The enemy on the west side of the creek and Willett's men on the east side. One of the Oneida Indians having got near the creek saw Major Butler look from behind a tree to Willett's men at the east, took aim at him and shot him through his hat and upper part of his head. Butler fell, the enemy run, the Indian run through the rest of the Indians and [an] advance immediately followed when Indian who shot Butler arrived first having noticed particular where Butler fell; he was tottering up and down in great agony, partly setting, looking the Indian in the face when the Indian shot him about through the eyebrow and eye and immediately took his scalp off. The Oneida Indians then mostly got up and give tremendous yell and war hoop, immediately striped Butler of all his close, left him naked laying on his face. The Indian walked forward (the rest followed) with the scalp in his hand; came to the guard called out, 'I have Butler's scalp,' struck it against a tree, 'take the blood' [evidently addressing] Lieut. Rykeman who was in the guard, [and] struck it at his face [saying] 'Butler's scalp, you Bogen.' Rykeman drew his head back and avoided the stroke. I saw two [of] his sergeants and little farther saw another of the enemy shot through the body. Butler was killed about 11 o'clock. We pursued the enemy until evening and returned the morning, past Butler again in the position we left him the day before. I believe he never was buried."

* * * * *

Some incidents of the West Canada Creek pursuit follow:

Soon after crossing West Canada Creek, some of Willett's men found a little five-year-old girl beneath a fallen tree, crying piteously. She had been made a prisoner and left by the Indians in their flight. The militiamen comforted her and took her back

to her valley home. The weather at this time was very severe and the sufferings of the enemy and their prisoners were intense.

A militiaman named Lodowick Moyer, who was in the American pursuit, said that "ice was forming in the creeks and, in crossing them, the soldiers took off their pantaloons (note the 'pantaloons') and thought the ice would cut their legs off." They were gone four days on two days rations. He said "the enemy left a wounded Tory behind after the West Canada Creek skirmish, who had been wounded at the Hall battle. Col. Willett sent him back down the creek on a horse, with someone to care for him. He died on the way and was buried under a fallen tree. Col. Willett was as kind as he was brave."

Simms says: "The prisoners captured by Major Ross and party suffered much on their way to Canada from the cold, being 17 days journeying to the Genesee Valley, during which time they were compelled to live almost entirely on a stinted allowance of horse-flesh. Some of the prisoners wintered in the Genesee Valley and were taken to Niagara the following March. Keller, one of the Currytown prisoners, on arriving at Niagara was sold, and one Countryman, a native of the Mohawk Valley and then an officer in the British service, was his purchaser." He was sent successively to Rebel Island (near Montreal), to Halifax, Nova Scotia, and finally to Boston, "where he was exchanged and left to foot it home without money, as were many [liberated] prisoners during the war. They were however welcomed to the table of every patriot on whom they chanced to call and suffered but little by hunger. Keller reached his family near Fort Plain, whither they had removed in his absence, December 24, 1782. Van Epps, a fellow prisoner, reached his home [in Glen] about 18 months after his capture and the rest of the prisoners, taken that fall [1781], returned when he did or at subsequent periods, as they were confined in different places."

* * * * *

In the fall of 1781 Conrad Edick was captured by a party of seven marauding Indians in the neighborhood of Fort Plank, in the present town of Minden. They hurried off into the wilderness and at nightfall stopped at an abandoned log house to stay there for the night. The party made a fire, as the weather was cold, and ate a scanty supper. After this the savages sat about on the cabin floor and discussed the poor success of their expedition, lamenting the lack of spoil and prisoners they had secured. They determined to hold a pow wow in the morning, kill and scalp their prisoner and return to the vicinity of the Mohawk

to secure more plunder and prisoners if possible. Edick, unbeknown to them, understood the Mohawk dialect, and was harrowed to thus learn his fate. When the Indians lay down to sleep their prisoner was placed between two of the red men and tied to them by cords passing over his breast and thighs. Sleep was out of the question for the agonized white man, as he lay trying to figure out some plan of escape. His restless hands felt about the debris on the floor and came in contact with a bit of glass, to his great joy. Assuring himself that his savage bedfellows slept soundly, he found he could reach his bindings with his hands and cautiously severed those which were fastened to his chest and then the ones about his legs. He knew the Indians had left a large watch dog on guard outside the door and he had also noticed, on his captive journey the preceding day, a large hollow log in the woods nearby. From the door he made a break for the forest and the dog at once chased him, barking loudly. Before Edick reached cover 100 yards away the Indians woke, grasped their rifles and pursued. As he neared the edge of the woods they fired at the fleeing prisoner but Edick luckily stumbled and the volley went over his head. Jumping up he ran among the trees until he found the hollow log and crawled inside. The Mohawks and their dog made a search for their escaped captive but the animal proved poor on the scent and did not discover Edick's hiding place. The savages sat down on the very log in which the white man was concealed and discussed their prisoner's escape. They decided he had climbed a tree or that "the devil" had spirited him away. As it was nearing morning the party resolved to eat and follow their plan of the night before to return and plunder along the Mohawk. One Indian went to a neighboring field and shot a sheep which they dressed. Then the savages built a fire against the same log in which Edick was hidden and proceeded to cook their mutton. The white man suffered tortures from the heat and smoke and stuffed parts of his clothing and some leaves into the crannies of the log to keep the fire out. He controlled his tortures of mind and body and desire to cough on account of the smoke, knowing he would be instantly killed if discovered. When the cooking was finished, his miseries gradually subsided with the dying fire. The savages, after their breakfast, left one of their number on guard to keep a lookout for their lost prisoner and started on their new foray. Often during the morning the Indian sentinel sat or stood on Edick's log. Not hearing the savage's movements for some time, the white man ventured to creep out of his hiding place. Not seeing the savage, Edick ran

for his life and eventually reached Fort Plank in safety. Conrad Edick, after this terrible experience, lived to a ripe old age, dying at Frankfort, in 1846, aged about 80 years, which would make him under 20 at the time of the above exciting affair. Ittig was the original German for the name Edick.

* * * * *

In the latter part of October, 1781, four patriots were captured in the Sharon neighborhood by Indian marauders. Christian Myndert abandoned his home there in the fall of 1781, on account of the several Indian forays in that neighborhood. He returned with Lieut. Jacob Borst of Cobleskill, Sergeant William Kneiskern and Jacob Kerker, all armed, to fix his buildings for the winter. After the work the party went to the house, built a fire and warmed themselves, setting their guns in a corner of the room. Six Indians, commanded by a valley Tory named Walrath, broke into the room, seized the guns and captured the entire party, carrying them off to Canada. They were subjected to such cruelties in the Indian country that Borst died at Niagara.

* * * * *

About the first of November, 1781, a party of seventy Tories and Indians, under Brant and Crysler, entered the upper part of Vroomans Land (present town of Middleburgh, Schoharie County). Isaac Vrooman was murdered and scalped near the house of his son, who escaped to the Upper Fort and gave the alarm. A small party of soldiers was sent in pursuit. At Bouck's Island they had a skirmish with the enemy, in which Dick Hagadorn was mortally wounded, after which the scouts retreated to the Fort. Col. Vrooman then sent out Captain Hager, the noted fighter, with about twenty Schoharie scouts, and Captain Hale with a company of troops. After a day's pursuit they came up with the enemy at Lake Utsyantha. Here the enemy made a stand and, at the first fire, Hale and his men ran away. Hager and his scouts ran back and blocked Hale's flight and Hager and Tim Murphy held up the cowardly captain and threatened to run him through. On the strength of this argument the whole party turned back to again attack the raiders but found they had taken advantage of the rumpus and had fled so that the pursuers could not catch them again.

* * * * *

Major Thornton of Schenectady gave the following account of Butler's death at the battle of West Canada Creek, which is entirely different from other accounts. Major Thornton says that, when Willett's force met the enemy on the banks of the

creek, a heavy fog overhung the scene. The fog lifted and disclosed the two forces. The enemy fired and killed and wounded several of the American party, who retreated up the steep bank. The fog again settled and both sides began firing. "The enemy's fire slackened and the Americans then went over and found Butler and five of the enemy dead on the banks of the creek. Thornton stated he was among the first who reached the opposite bank, but an Indian was the first of their party who went to the spot where Butler lay dead near a tree and, looking at him a moment, turned and told Thornton who it was. Thornton examined the lifeless body; the hat with a gold band around it, was then on the head. He pulled it off, saw the bullet hole in the head and no other wound or fracture about it. When Thornton started on the expedition, he wore a thin pair of summer pantaloons, which were pretty much gone when he reached the creek. The Indian pulled off Butler's pants, at Thornton's request, and the latter put them on. Major Thornton was confident no one knew or could tell who it was that killed Butler, he being dead before any of his pursuers found him." (Benton's History of Herkimer County and the Upper Mohawk Valley.) Where there are so many conflicting accounts, it is impossible, at this late day, to tell which is correct. The main truth and satisfactory circumstance is that the fiend Butler met a just end at the battle of West Canada Creek.

* * * * *

Following are the principal national occurrences of the year 1781 summarized: 1781, Jan. 17, Americans under Morgan destroy British force at Cowpens, S. C.; 1781, March 1, Articles of Confederation (adopted 1777) between the thirteen states finally go into effect; 1781, March 15, indecisive battle at Guilford Court House, S. C., between British under Tarleton and Americans under Greene; 1781, April 25, defeat of Greene's army at Hobkirk Hill, near Camden, S. C.; 1781, Sept. 6, Benedict Arnold, in command of a British force, burns and plunders New London, Conn., while his associate officer, Col. Eyre, takes Fort Griswold and massacres half the garrison after the surrender; 1781, Sept. 8, battle at Eutaw Springs, S. C., with advantage with the Americans; 1781, Oct. 19, surrender of the British army, under Cornwallis, to Washington at Yorktown, Va.

CHAPTER 72.

INDIAN RAID AT FORT HERKIMER; WASHINGTON AT SCHENECTADY.

1782—LAST OF THE WAR IN THE VALLEY—REBUILDING AND REPOPULATION—TORY AND INDIAN RAID AT FORT HERKIMER—TORIES—GENERAL WASHINGTON AT SCHENECTADY.

The following chapter deals with the year 1782 and 1783 as relating to the Mohawk Valley. As there were no hostilities to speak of in those years in the Middle and Lower Mohawk Valley, these sections began gradually to be repopulated and rebuilt. Families returned to their burned homes. The whole section had been razed of dwellings by the raiding parties of the enemy but houses and barns were now reared and with rumors of peace in the air, the valley was rapidly repopulated in these two years. When Washington came to Fort Plain in 1783 some of the marks of war along the Mohawk had vanished. In 1782, and even in 1783, small scalping parties of Indians committed occasional murders and depredations and in 1782 the Herkimer settlements were destructively visited but the middle and lower Valley were comparatively free of further hostilities, except in a small way. This was largely due to the efficient protection afforded by Col. Willett and his garrisons.

In February, 1782, the Tryon county court of general session indicted 41 persons for their Tory proclivities, on the charge of "aiding, abetting, feeding and comforting the enemy." Molly Brant was one of those indicted. In February, 1781, this court indicted 104 Tryon county Tories on this charge. In October, 1781, 16 more were so charged. Among the 161 persons indicted many bore the names of Mohawk Valley German and Dutch pioneer families. Simms says, "Indeed we may say that thus very many of the German families of New York became represented in Canada, and are so to this day."

Christopher P. Yates wrote a letter to Col. H. Frey dated Freyburg [Freysbush], March 22, 1782. He said among other things: "We have already had three different inroads from the enemy. The last was at Bowman's kill, [Canajoharie creek] from whence they took three children of McFee's family."

* * * * *

In July, 1782, all the buildings on the south side of the Mohawk in the German Flats section, except Fort Herkimer and the Johan Jost Herkimer house, were destroyed by a force of 600 Tories and Indians. The night before the mill at Little Falls had been burned by the raiders. One man was killed in attempting to escape to Fort Herkimer and another was caught, tortured and killed near that post, the Indians hoping his cries would draw a party from the fort and so weaken it that they could make a successful attack. The garrison's hot fire kept off the enemy. Two soldiers in the fort were hit and killed and a number of the invaders are presumed to have been killed and wounded. The valley of the Mohawk was not again visited by any serious raid during the remainder of the war. The conflict had not entirely ceased in other quarters but there was a general subsiding of hostilities here. Toward the close of 1782 the British commander-in-chief directed that no more Indian expeditions be sent out, and those on foot were called in.

The Editor of this work regrets that there are no details available, other than the meager record given, concerning the raids in the German Flats in 1778 and in 1782.

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The "Sammons papers" give an account by Jacob Timmerman of his capture, in the Palatine district, "by Indians who came over from Oswegatchie, about 25 in number." This was in 1782, while Timmerman was out with a scouting party of six. The Indians fired on them, killing two. Two escaped and Timmerman, who was wounded, and Peter Hillegas were captured. The party took a week to return to Oswegatchie [present Ogdensburg] from whence they were taken to Montreal, where Timmerman was put in a hospital to be cured of his wound. He and Hillegas were afterward closely confined until the end of the hostilities.

One of the last Indian murders of the Revolution, within the present limits of Fulton and Montgomery county, was that of Henry Stoner of Fonda's Bush, later Broadalbin, in 1782. He was an old patriot and was struck down and tomahawked in his fields. His son, Nick Stoner, the famous trapper, attacked and mortally wounded the Indian murderer of his father with an andiron in a Johnstown tavern after the war. Strange to say young Stoner was imprisoned for this affray in which he laid out several savages, but was shortly after released from the Johnstown jail.

* * * * *

The night before the attack of 1782 on Fort Herkimer, a party of Brant's raiders appeared at the Little Falls mill and burned it. Benton's History of Herkimer County and the Upper Mohawk Valley, says: "The grist mill, on the falls of the Mohawk, became quite important to the inhabitants of the Upper Valley, as well as to the garrisons of Forts Herkimer and Dayton, after the destruction of those at German Flats, by Brant. * * * The enemy came upon the party at the flouring mill at night and accomplished their designs without much difficulty. At any rate, only a few shots were fired and one man, Daniel Petri, was killed. When the Indians entered the mill, the occupants attempted to escape as best they could. Two of them, Cox and Skinner, secreted themselves in the raceway, under the waterwheel and escaped death and captivity; but two others, Christian Edick and Frederick Getman, jumped into the raceway above the mill and there attempted to conceal themselves, but the burning mill disclosed their hiding place and they were taken prisoners. After burning the mill, the enemy retired, taking with them several prisoners. The following persons were at the mill when it was burned and all of them, except the miller and the soldiers, had brought corn to the mill and were waiting for their grist. Peter Wolleaver, Christian Edick, Frederick Getman, Marks Rasbach, Thomas Shoemaker, Lawrence Hatter, Jacob Petri, Daniel Petri who was killed, Peter Orendorff, Gershom Skinner and F. Cox, millers; a sergeant and six men from Captain McGregor's Company of Continental troops. Two of the soldiers escaped and five were taken prisoners." Considering their bloodthirsty attack on Fort Herkimer, the following day, these raiders were remarkably mild in their behavior.

American histories of the Revolution give little or no mention of the fact that General Washington was deeply concerned with the defenses of the Mohawk Valley frontier. The Commander-in-Chief was a master strategist and he realized the vital importance of this exposed border. His visit to Schenectady, in 1775, probably was made with the idea of discussing the defenses and fortifications along the Mohawk with the local military commanders. His tour of the valley in 1783 shows his intense interest in this hundred-mile Revolutionary battleline and the manner in which this great redoubt was successfully held throughout seven years of the most terrible border warfare.

While we have but few records remaining of Washington's concern as to the Mohawk outposts, doubtless he had many con-

ferences and gave numerous orders as to the strengthening and holding of this great outpost of liberty. For four years—from 1780 to 1783—Fort Plain was the American military headquarters of the Mohawk Valley. In 1780 it was renamed Fort Rensselaer by the incompetent or traitorous or cowardly Gen. Robert Van Rensselaer, who so disgracefully conducted the pursuit of Sir John Johnson in 1780. That Washington was concerned as to the strength of this valley strategic point is shown in the following letter, in which he calls the post "Fort Plain". Like Colonel Willett, Washington was a stickler for proper military forms. Regardless of the probability that he must have secretly despised Van Rensselaer, Willett called the post by its official military name of "Fort Rensselaer". Consequently, when General Washington came to the place in 1783, he too writes of the fort as "Fort Rensselaer". The "Fort Plain" of Washington's letter of 1782 and the "Fort Rensselaer", to which he refers in his correspondence of 1783, were one and the same. The letter of 1782 is the property of the Fort Rensselaer Club and hangs on the walls of the Van Alstyne house in Canajoharie. The letter follows:

Head Quarters, Newburgh, July 2, 1782.

Sir:

Colonel Reid has informed me of the ill Condition of Fort Plain and of the Magazine at that place. As it is of the greatest importance that they should be repaired, I must request you to make every possible Exertion to supply the necessary materials.

I am, Sir,
Your very humble Servt.
G. WASHINGTON.

Mr. Quackenbos
Q. Master

This letter bears the following address, on that portion which was folded outside:

Public Service
Mr. ——— Quackenbos
Asst. Dy. Q. Master
Albany

G. WASHINGTON

Regarding Washington's visit to Schenectady in 1782, Hanson's "History of Schenectady during the Revolution" says (with quotations omitted):

In June, 1782, reports brought to General Washington in-

dicated that Albany and Schenectady were to be the chief objects of another attack on the part of the enemy. While these reports were probably without foundation there may have been some connection between them and the visit which General Washington paid to Albany during the latter part of the month. It was during this visit that Washington, on the invitation of the townspeople, took occasion to pay his second visit to Schenectady, riding over in a carriage with General Schuyler on the thirtieth. On their arrival these two distinguished guests were received with "no little formality by the civil and military authorities and escorted some distance by a numerous procession in which (Washington) walked with his hat under his arm." At the public dinner given later at the tavern of Robert Clench were assembled "a respectable number of gentlemen," and to Colonel Frederick Visscher, who was then living in Schenectady, Washington assigned the seat on his right. At some time during the day an address was publicly delivered and before Washington set out on his return to Albany he took occasion to write the following reply:

"To the Magistrates and Military Officers of the town of Schenectada:

"Gentlemen—I request you to accept my warmest thanks for your affectionate address.

"In a cause so just and righteous as ours, we have every reason to hope the Divine Providence will still continue to crown our arms with success, and finally compel our enemies to grant us that peace upon equitable terms, which we so ardently desire.

"May you, and the good people of this town, in the meantime, be protected from every insidious and open foe, and may the complicated blessings of peace soon reward your arduous struggles for the establishment of the freedom and independence of our common country.

Go. WASHINGTON."

Further details relative to Washington's visit to Schenectady, in 1782, follow:

In the summer of 1782, Gen. Washington was at Albany and was invited to visit Schenectady by its citizens. He accepted and rode there from Albany in a carriage with Gen. Schuyler on June 30, 1782. Washington walked with his hat under his arm in a long procession which served as his escort a considerable distance. A public dinner was given the commander-in-chief at the tavern kept by Abraham Clinch, who was a drummer boy under Braddock. Being acquainted with the adventures and sufferings of

Col. Visscher, Washington expressed surprise that the noted Tryon county militia officer had not been invited, and sent a messenger for him. Visscher was a man of spirit, but somewhat retiring. He was found in his barn doing some work, which he left with reluctance. Presenting himself to Washington the latter gave him marked attention and seated Visscher next himself at the dinner. A number of Tryon militia officers were there present. Visscher, it will be remembered, was in chief command of the neighboring posts, with headquarters at Fort Paris in Stone Arabia, in 1779, and later was scalped by Indians but recovered, as previously related. He also commanded the unfortunate rear guard at Oriskany but was himself a man of utmost bravery.

During this Schenectady visit, it is related, Washington was walking about the streets of that city with a citizen named Banker, a blacksmith. An old negro passing took off his hat and bowed respectfully to the general, a salutation which Washington politely returned. His Schenectady companion expressed surprise, saying that slaves were not thus noticed in the valley. Washington replied: "I cannot be less civil than a poor negro."

CHAPTER 73.

WILLETT'S EXPEDITION AGAINST BRITISH FORT OSWEGO.

1783—FEBRUARY 9, COLONEL WILLETT'S ATTEMPT TO CAPTURE FORT OSWEGO—PRIVATIONS OF THE AMERICAN TROOPS ON THE RETURN TRIP—COLONEL WILLETT'S ACCOUNT—WASHINGTON'S CORRESPONDENCE—MEMORIALS TO WILLETT.

One of the last military enterprises (and possibly the very final one) on which Colonel Willett set out from Fort Plain was the attempt to capture the important British fortification of Oswego in February, 1783. This, as per Washington's report to congress, was an expedition in which a force of 500 Americans were engaged under Willett.

They were troops of the New York line and part of a Rhode Island regiment with Valley militiamen and were all probably then stationed at the valley posts of which Fort Plain was the headquarters, and it was doubtless here that the planning and final preparations for the Oswego expedition were made. Of this little known enterprise, one of the last of the Revolution, Simms has the following:

"Said Moses Nelson, an American prisoner there [at Oswego] in the spring of 1782, when the enemy set about rebuilding Fort Oswego, three officers, Capt. Nellis, Lieut. James Hare, and Ensign Robert Nellis, a son of the captain and all of the forester service had charge of the Indians there employed. [These Tory Nellises may have been of the Palatine Nellis family.] Nelson and two other lads, also prisoners, accompanied this party which was conveyed in a sloop, as waiters. About 100 persons were employed in building this fortress, which occupied most of the season. The winter following, Nelson remained at this fort and was in it when Col. Willett advanced with a body of troops, February 9, 1783, with the intention of taking it by surprise. The enterprise is said to have been abortive in consequence of Col. Willett's guide, who was an Oneida Indian, having lost his way in the night when within a few miles of the fort. The men were illy provided for their return—certain victory having been anticipated—and their sufferings were, in consequence, very severe. This enterprise was undertaken agreeable to the orders of Gen. Washington.

"Col. Willett, possibly, may not have known, as well as Washington did, that Fort Oswego had been so strongly fitted up the preceding year and consequently the difficulties he had to encounter before its capture. Be that as it may, the probability is that had the attack been made, the impossibility of scaling the walls would have frustrated the design, with the loss of many brave men. The fort was surrounded by a deep moat, in which were planted many sharp pickets. From the lower part of the walls projected down and outward another row of heavy pickets. A drawbridge enabled the inmates to pass out and in, which was drawn up and secured to the wall every night. The corners [of the fort] were built out so that mounted cannon commanded the trenches. Two of Willett's men, badly frozen, entered the fort in the morning, surrendering themselves prisoners, from whom the garrison learned the object of the enterprise. The ladders prepared by Willett to scale the walls were left on his return, and a party of British soldiers went and brought them in. Said the American prisoner Nelson, 'The longest of them, when placed against the walls inside the pickets, reached only about two-thirds of the way to the top.' The post was strongly garrisoned and it was the opinion of Nelson that the accident or treachery which misled the troops was most providential, tending to save Col. Willett from defeat and most of his men from certain death."

John Roof of Canajoharie, who was a private in this ill-fated expedition, told Simms that so certain was Willett of success that insufficient provisions were taken along for the journey out and back to the valley. There were several dogs with the American troops at the start and these were killed on the out trip, as their barking, it was feared, would betray the expedition to the enemy. On the wintry trip back the suffering and famished soldiers were glad to dig these animals out of the snow and eat them. The return of the American soldiers to the Mohawk Valley forts must have been one of great privation.

* * * * *

"Willett's Narrative" has the following, concerning the attempt to capture Fort Oswego in a surprise attack, under the chapter head "Expedition to Oswego." The inoculation, in 1783, of American soldiers against smallpox is interesting. It was practised in the American forces camped on the Hudson. Washington's private correspondence to Willett regarding this ill-fated expedition is historically important. It shows the high regard the Commander-in-Chief had for our Valley commander and it also discloses what an important position the Mohawk Valley frontier

held in Washington's military plans. His interest in this region, from a military point of view, is shown by a visit later in 1783. Willett's chapter on the "Expedition to Oswego" follows, with quotation marks omitted:

The inhabitants along the frontiers now began to feel themselves secure. During the year '82 the recruiting of the state troops had been successful, in consequence of the legislature having adopted the plan of offering a bounty of money in lieu of the bounty of land: so that at the close of the campaign of '82, Colonel Willett had a regiment of upwards of four hundred state troops.

Winter having set in, barracks for winter quarters were prepared; and as a considerable number of the troops had not had the smallpox, Colonel Willett embraced this opportunity of having them inoculated. Having seen the troops sufficiently provided with quarters for the winter, and erected a comfortable log-hut for himself, he set out, toward the last of November, for Albany. He then went to Fishkill for his wife, intending to take her to his quarters with him during the winter. As the headquarters of General Washington were at Newburgh, directly opposite Fishkill Landing, Col. Willett went to pay his respects to him, and remained to dinner. As soon as dinner was over, he rose to take his leave: the general rose also, and following him out, asked him to go with him into his office. He then inquired as to his success in recruiting, the strength and situation of the regiment: said the clothier-general should have particular orders respecting their clothing; and mentioned that it would be proper to place no reliance on a speedy peace, but be as well prepared as possible for another campaign. He then inquired of Col. Willett if he was acquainted with the situation of the enemy's garrison at Oswego, and if he thought it might be surprised by an expedition in the winter. This was the first time that an opening ever presented itself to Col. Willett of a chance of procuring fame, that his heart did not vibrate with joy. The expectation he had entertained of spending the winter in comfortable quarters with his family at Fort Rensselaer [Fort Plain] was destroyed: but to say anything that might appear to discourage so important a project was not in his nature. The conversation finished by the general desiring him to think of the project, and write him his opinion.

Agreeably to General Washington's request, Col. Willett, in about a week after he left him, wrote to him in favor of the enterprise. A correspondence ensued between General Washington

and Col. Willett: which correspondence, as it was secret, was in the general's own handwriting. All General Washington's orders were strictly observed by Col. Willett and the utmost precaution used to conceal the design of the expedition.

The troops were suddenly assembled at Fort Herkimer on the 8th day of February. On the 9th, at night, they crossed the Oneida Lake; and the following day about 2 o'clock P. M. the troops arrived at Oswego Falls. At this place they went into the woods, and made eight ladders. Their prospects were as promising as they could wish. All the necessary preparations for entering the enemy's works were completed; and every officer was made acquainted with the particular part he was to perform. It was scarcely 10 o'clock at night when the troops reached a point of land about four miles from the fort. Here, on account of the weakness of the ice, they were obliged to take to the land; and in doing this they had to ascend an eminence, which caused some difficulty in getting up the ladders.

Col. Willett had procured a young Oneida Indian, called Captain John, and two other Indians, as guides. Not a thought entered his mind of the least danger of losing their way, as they were then but four miles from the fort, and there were still four hours to elapse before the moon set, which was the time fixed upon for entering the fort. Col. Willett's attention was constantly engaged in encouraging the men, whose business it was to carry the ladders; a labour, which, from the inclemency of the season, the depth of the snow, and the difficulties of the woods, was a very arduous one. His attention being thus occupied, and not having the least apprehension that his guides would lose their way, two hours passed without discovering any opening through the woods, which he had been for some time expecting. This circumstance led him to hasten to the front of the line of march, where he was informed that the Indian pilot had not been seen for some time, though they were pursuing his track as fast as they could. Colonel Willett immediately set out to follow his track himself, with as quick a step as possible, and in about half an hour overtook him. He found him standing still, and apparently lost and frightened. They had by this time got into a swamp, and some of the men had their feet frozen fast in sunken holes. In this deplorable situation, ignorant of where they were, the hope of taking the fort by surprise vanished; and the orders of General Washington were peremptory, that if they failed in surprising the fort, the attempt would be unwarrantable. All then that was left for the troops to do, was to retrace their steps.

Many of them had suffered much from the frost; only one frozen to death, but a number were lamed, and some so badly as to require constant assistance to get them along. Such was the gloomy end of an enterprise, which, at ten o'clock at night, presented so fair a prospect of success.

Had they been without a guide, and only taken the precaution to keep in view of the river, they would have had sufficient time between ten o'clock, when they were within four miles of the fort, and the setting of the moon, to have effected the design of the expedition. The failure, therefore, is to be attributed to the guide losing his way. Colonel Willett had been particularly careful to secure the hearty co-operation of the Indian, by assuring him that he should not be exposed to any danger; that all that was required of him was conduct them in sight of the fort; and that after it was taken he should have a full share of the plunder. It was not, however, Colonel Willett's opinion that the Indian led them astray by design, though he put him under guard when he first perceived the situation into which he had led them. It appeared afterwards that the mistake of the Indian originated in his having fallen in with two Indian snow-shoe tracks, which he had followed all the day; and as they led in a direct course to Oswego, it was natural to suppose that the travellers were going to that place. The Indian fell in again with these tracks soon after leaving the river, and following them, was led astray; it was afterwards found they led to an Indian encampment, some distance down the lake.

During this march to Oswego, Congress received advice of the signing of the provisional articles of peace; and shortly after Colonel Willett's return to Fort Rensselaer [Fort Plain], he went to Albany, where he heard the peace proclaimed by the town clerk, at the City Hall, to the rejoicing inhabitants.

CORRESPONDENCE OF GENERAL WASHINGTON IN RELATION TO THE EXPEDITION AGAINST OSWEGO.

LETTER I.

Newburgh, 18th December, 1782.

Dear Sir,—

Your letter of the 29th ult. from Albany, came safe to my hand. I am glad to find you enter so readily into a measure which appears very practicable in my eyes, provided the troops for the enterprise can be prcperly accommodated.

I have again written to the Secretary of War respecting clothing for the York state troops, and desired Colonel Tilhman, who left this on Sunday last for Philadelphia, to enforce it, not only on him, but on the clothier general also; that, if it can be had, it may be sent up without delay. From the deputy clothier's store at this place, I could furnish vests and woollen hose enough for the State troops, and woollen caps, socks, and mittens sufficient for the whole party.

Indian shoes or moccasons I must depend upon you to procure, and also the snow shoes, of which I do not forsee the necessity for each man's having a pair, though some may be indispensably necessary. I well remember to have directed (two years ago), a number of snow shoes to be made; and if I mistake not it was done: but I do not suppose any dependence is to be had on them at this time. It may not be amiss however to inquire of General Schuyler (to whom I think I wrote on the subject) the quartermaster, or any other who may be likely to give information, whether they are yet in being.

To provide and carry scaling ladders from the settlement would at once announce your design, and more than probably defeat the enterprise—at any rate they would be troublesome to transport, and must impede the rapidity of your movements, on which everything depends.—It appears to me therefore that the attempt would be improper, and that the difficulty may be surmounted by carrying a few tools, (to-wit, axes, saws, augers and a gouge) with which, at a convenient time and place, a sufficient number of ladders might easily be made.

The mode you propose for obtaining the sleighs and assembling the troops, I approve of preferably to the quartermaster's having any agency in the business, and do of the time named for the execution, if the clothing can be got to you in season; but having doubts on this head, I shall be glad to know to how late a period the expedition can be delayed on account of the ice on the Oneida Lake, and goodness of the sleighing.

If there be a necessity for a party to precede the sleighs a day or two to mark the route, it ought to consist of picked men, of tried fidelity, and even then the chance of discovery is greater than it otherwise would be.

The strength of your party should be proportioned to that of the garrison you attempt, for which reason every possible pains should be used to obtain the most accurate account of it. If you have men to set the enemy at defiance, in case of their discovering you previous to the assault or miscarriage therein, it is all that is

necessary. More than these would render your movements unwieldy and slow: consequently more liable to discovery in your preparation and on the march.

I should be glad to hear from you again on this head by some safe conveyance; and if matters can be properly prepared for the enterprise, and nothing more than I know of at this time to hinder it, I will be at Albany when you march, that I may be at hand to remove difficulties if any should occur. With great esteem and regard,

I am, dear sir,
Your most obedient servant,
G. WASHINGTON.

Col. Willett.

P. S. It will be essentially necessary to fix your eyes upon some one or more persons (deserter or otherwise,) who have been in and are acquainted with the enemy's works, and seize them at the moment they are wanted that you may have them as guides.

LETTER II.

Newburgh, January 22d, 1783.

Dear Sir,—On the 20th, by your paymaster, I informed you, that besides the usual proportion of clothing, I had sent to your orders woollen caps, socks, and mitts, for the intended enterprise, to be made use of, or not, according to the circumstances.—I have also written to Mr. Duer, who is now at Albany, to lay in a month's provisions for one hundred men, at each of the posts of Forts Rensselaer and Herkimer, and till further orders have placed the Rhode Island regiment under your direction.

For the reasons you assign, I approve of the time you propose for the attack, and suppose it will be necessary for you to begin your march from Fort Herkimer at the time you mention, viz. on the 8th or 9th of next month.

If the sleighing should be good, and business does not prevent it, I will endeavour to be at that place, or Fort Rensselaer by that time, but of this you will make no notice to any body, nor suffer it to have any influence on your preparations or conduct before or at that time, as many things may intervene to detain me.

All that remains to be done is now with you to do. And as the matter is between ourselves, and you have better information of the situation of the enemy, and difficulty in getting at them, than I,—I have only to request you to act from your best judgement, under a firm persuasion that if the enterprise in contemplation was even better known than it is, no imputation could fall upo n

you for having laid it aside, if the difficulties in the way should be greater than appeared at first view. Let me hear from you, and if possible by the 3d or 4th of next month.

I am, dear sir,
Your most obedient servant,
G. WASHINGTON.

Colonel Willett.

LETTER III.

Newburgh, February 2d, 1783.

Dear Sir,—Your letters of the 28th ultimo from Fort Rensselaer, and the 30th from Albany, both came to my hands last night.

One hundred and fifty blankets (all that are in the clothier's store at this place) and twenty-five axes are now packing to be sent to you, and the Quartermaster-General will endeavour, if possible, to have them at Albany on the 4th, from whence you must take measures to get them to Fort Herkimer in time. If any of Olney's men (on the enterprize you are going) should be in greater need than yours, they must be supplied out of this parcel, that the whole may be as comfortable as it is in my power to make them.

I do not send medicines, bandages and instruments, because it would take some time to procure them, and not a moment is to be lost in dispatching the sleighs with the blankets, that they may arrive in time, and because (though I wish you not to be unprovided) it is to be remembered, and I wish to impress it upon you, that if you do not succeed by surprize, the attempt will be unwarrantable. The wounds received in the former, more than probably will be trifling.

Every plausible deception should be used to mask the object of your expedition to the latest moment. Your movements afterwards should be quick, and pains must be taken to discover, by tracks or otherwise, whether intelligence has outgone you.—If you should be fully convinced of this, the further prosecution of the enterprize would not only be fruitless, but might prove injurious.

To an officer of your care, attention and foresight, I shall not dwell upon circumspection and caution. The consequence of a surprize, (not only to the party you command, but to your own reputation,) is too serious and self-evident, to stand in need of illustration. A vast deal depends upon having good guides to Oswego; and everything, in a manner, upon persons that can

carry you without hesitation and difficulty to the points of attack, when you arrive there.

How far a few Indians would be useful to you for the first purpose; and how far they are to be confided in, you, from a better knowledge of them than I possess, must judge, and act accordingly.

Guides who are pressed in the service must be well secured, lest they desert from you in a critical moment.

From having recourse to the almanack, I am led to wish that the night for the attack might not be delayed beyond the 12th inst.; as I find that the setting of the moon, (even at that time,) approaches so near day-light, that the intervening space is short, and consequently must be very critical; as accidents unforeseen, and consequently unprovided for, may embarrass your movements towards the works, and retard the attack of them from beyond the hour designed, to the entire disappointment of the plan: Let me caution you, therefore, against being too exact in your time for your last movement—reflect that you can always waste time, but never recover it. Halts, or slow marching will accomplish the first; but nothing can effect the latter—consequently, in such an enterprize as yours, want of time will be a certain defeat.

Let your disposition be such, that in any circumstances your retreat to your sleighs, and afterwards with them, may be secure.

If success should crown your endeavours, let your first object be to secure your prisoners, whom you will treat with lenity and kindness; suffering no insult or abuse to be offered them with impunity, your next object must be to destroy the works; the vessels (if any should be found there) and everything else which cannot be brought away. Such works as cannot be consumed by fire, nor easily erased by the soldiers, must be, if practicable, blown up. In a word, they are to be effectually demolished, if it is within the compass of your power to do it.

Whatever is found in, or about the works, belonging to the enemy, and is agreeable to the rules and customs of war, humanity and generosity, shall be given to the party as the reward of their gallantry and fatigue—to be distributed in proportion to their pay. The drivers of sleighs, if countrymen, should receive a part as an extra encouragement for their services.

Make me the earliest report, (if successful, from the scene of action—at any rate on your return,) of your progress, and the issue of the expedition. The inclosed letter will show you what I have done respecting spirits and subsistence for your officers.

Seal it before delivery, and make your arrangements with the contractor. I begin to doubt the practicability of my being up; my sentiments however you are possessed of, as well as the aid I can give. Your own judgment most govern where my instructions are deficient. I heartily wish you honour and success, and am,

Dear Sir, your most obedient servant,
G. WASHINGTON.

Colonel Willett.

LETTER IV.

Head Quarters, 5th March, 1783.

Sir,—I have been favoured with your letter of the 19th of February, announcing the failure of your attempt against Oswego.

Unfortunate as the circumstance is, I am happy in the persuasion that no imputation or reflection can justly reach your character; and that you are enabled to derive much consolation from the animated zeal, fortitude, and activity of the officers and soldiers who accompanied you. The failure, it seems, must be attributed to some of those unaccountable events which are not within the control of human means; and which, though they often occur in military life, yet require, not only the fortitude of the soldier, but the calm reflection of the philosopher to bear.

I cannot omit expressing to you the high sense I entertain of your persevering exertions and zeal in this expedition; and beg you to accept my warm thanks on the occasion; and that you will be pleased to communicate my gratitude to the officers and men who acted under your command, for the share they had in that service.

With much esteem and regard,
I am, Sir,
Your most obedient servant,
G. WASHINGTON.

Lieut. Col. M. Willett.

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Although the editor of these chapters knows of no monument erected to the memory of Col. Marinus Willett, in the Mohawk Valley, there are two memorials to him, erected at Albany and at New York. The one in Washington Park, Albany, is a bronze tablet, affixed to a massive boulder, and was erected by the Sons of the Revolution. It commemorates particularly Willett's services in the defense of the New York state frontier.

The inscription on the tablet to Colonel Willett, at the corner of Broad and Beaver Streets, New York City, is as follows:

"Marinus Willett: Oriskany, Monmouth, Ticonderoga, Fort Stanwix, Peekskill.

"To commemorate the gallant and patriotic act of Marinus Willett, in here seizing, June 6, 1775, from British forces, the muskets with which he armed his troops, this tablet is erected by the Sons of the Revolution, Nov., 1892."

There are portraits of Colonel Willett in the New York City Hall and in Independence Hall, Philadelphia.

There is no more fitting place for a statue or memorial of Colonel Willett than in Fort Plain, which was his headquarters for one of the most critical periods of the Revolutionary War. Haslett Park, on Willett Street, Fort Plain, is admirably located for such a statue, affording as it does a beautiful location where such a monument would be annually viewed by thousands.

CHAPTER 74.

PEACE NEWS REACHES FORT PLAIN.

1783—APRIL 17, MESSENGER FROM GENERAL WASHINGTON REACHES FORT PLAIN GIVING NEWS OF END OF HOSTILITIES—APRIL 18, CAPTAIN THOMPSON'S JOURNEY TO OSWEGO WITH A FLAG OF TRUCE—RECEIVED BY MAJOR ROSS—GIVEN LIST OF MOHAWK VALLEY AMERICAN PRISONERS IN CANADA—RETURNS TO FORT PLAIN.

In April, 1783, Capt. Alexander Thompson made a journey from "Fort Rennselaer" (Fort Plain) to the British post of Oswego to announce the formal cessation of hostilities between England and the United States of America. He kept a record of his trip and this journal was given to Simms by Rev. Dr. Denis Wortman, long a pastor of the Reformed Church at Fort Plain. It is headed, "Journal of a tour from the American Garrison at Fort Rennselaer in Canajoharie on the Mohawk river, to the British Garrison of Oswego, as a Flagg, to announce a cessation of hostilities on the frontiers of New York, commenced, Friday, April 18, 1783."

This journal recounts a wilderness journey made within a year of a century and a half after the trip of the Dutch traders through the Canajoharie district, in 1634, given in Chapter 13 of this work. Traveling conditions along the route seem to have been similar even at this later date. It also details a tour over a historic route of traffic of which the Mohawk was an important part, and a great highway so vital to national transportation of the present day. The details narrated give vividly, moreover, a characteristic picture of wilderness travel and life at that day.

This diary belonged (in 1880) to Mrs. Thomas Buckley of Brooklyn, a granddaughter of its Revolutionary author. We have seen that the name of Fort Plain had been changed to Fort Rensselaer, in honor of General Van Rensselaer, who had proved so lacking during the Stone Arabia and Klock's Field battles. This name it retained officially to the end of the war. Simms has summarized Captain Thompson's record as follows:

"On the first of January of this year (1783), Capt. Thompson, as his journal shows, was appointed to the artillery command of several posts of the Mohawk valley, which he names as follows:

Fort Rensselaer, Fort Plank, Fort Herkimer and Fort Dayton. Fort Rensselaer—another name for Fort Plain—being, as he says, the headquarters for the river forts, he thought proper to have his own quarters near those of the commanding officer [Col. Willett], so as to furnish from his own company detachments as required.

"On the 17th of April—only a little over two months after Col. Willett's attempt to surprise Fort Oswego—an express arrived at Fort Plain, from Washington's headquarters, to have an officer sent from thence with a flag to Oswego to announce to that garrison (from whence many of the Indian depredators came) a general cessation of hostilities, and an impending peace.

"Major Andrew Fink, then in command at Fort Plain [under Col. Willett], committed this important and hazardous mission to Capt. Thompson. His companions were to be four, a bombardier of his own company, a sergeant of Willett's militia, and a Stockbridge Indian, and his guide and interpreter were to join him at Fort Herkimer. All things were to be ready for an early start on the morning of the 18th, but, when the nature of his mission became known along the valley, many, having lost friends whose fate was unknown, desired a chance to send letters by the flag-bearer; and the start was thus delayed until 11 o'clock, at which hour numerous packets and letters were collected to be sent to friends in Canada. To some inquirers he said on his return, his mission proved to be one of joy, to others one of sadness; as the veil of mysteries had not been lifted.

"A flag of truce having been made by securing a white cloth to the head of a spontoon [a short spear much used on this frontier] to be borne by the sergeant, he left the fort with the flag man in front of him and the artilleryman and the Indian in his rear. He started with a pack horse which he discreetly left at Fort Herkimer. The novelty of his mission drew a great crowd together and he was accompanied several miles by a cavalcade of officers, soldiers and citizens. He went up the river road on the south side of the Mohawk and spoke of passing Fort Windecker (near Mindenville), and the Canajoharie or Upper Mohawk castle (now Danube, where the Mohawks' church still stands), arriving at Mr. Schuyler's house at the foot of Fall Hill about 3 p. m., where he and his party were presented an excellent dinner. Leaving Schuyler's at 4 o'clock he passed over Fall Hill and arrived at Fort Herkimer at sunset. At this garrison, Capt. Thompson found David Schuyler, a brother of the man he had dined with, who became his guide and interpreter. Eight days' rations were

put into knapsacks, and one short musket was concealed in a blanket, with which to kill game, if by any means their provisions failed. On Saturday morning, April 19, in a snow-storm, this party of five set out on their wilderness journey, still on the south side of the Mohawk. They met several hunting parties and made their first halt opposite 'Thompson's place, above New Germantown,' now in the town of Schuyler, Herkimer County. A few miles above they fell in with a party of ten families of Indians on a hunting excursion and learned how forest children lived. Here his men, instructed by their Indian companion, soon erected a wigwam for the night in the following manner: Two stakes, with crotches at the upper end, were set upright about ten feet apart, upon which they placed a pole. Then they covered the sides with bark resting the top against the pole with the bottom on the ground, so as to leave a space about twelve feet wide. The gables were also covered with bark; a fire was made in the middle of the structure, and a small hole left in the top for the smoke to pass out, and when some hemlock boughs had been cut for their beds, the wigwam was completed. Such a structure the Indians would construct in an incredibly short space of time, where bark was handily obtained. In such rude huts, many a hunter or weary traveler has found a good night's rest.

"The next morning the journey was resumed on the Fort Stanwix road, and at 10 o'clock he passed the ruins of Old Fort Schuyler of the French war (now Utica). On Capt. Thompson's arrival at the 'Seekaquate' Creek (Sadaquada or Saquoit Creek), which enters the Mohawk at Whitestown, he found the bridge gone. Soon after passing this stream, he said he ascended 'Ariska (Oriskany) Hill,' which he observed 'was usually allowed to be the highest piece of ground from Schenectada to Fort Stanwix.' Says the journal: 'I went over the ground where Gen. Herkimer fought Sir John Johnson; this is allowed to be one of the most desperate engagements that has ever been fought by the militia. I saw a vast number of human skulls and bones scattered through the woods.' This was nearly five and a half years after the battle. He halted to view the ruins of Fort Stanwix [Fort Schuyler] and those of St. Leger's works while besieging the fort and, passing along the site of Fort Bull, on Wood creek, at the end of a mile and a half, he encamped for the night, erecting the usual Indian wigwam. The night was one of terror, as the howling of wolves and other animals prevented much sleep, but, keeping up their fires, the beasts were kept at bay.

"Monday morning, on arriving at Canada Creek, a tributary

of Wood Creek, two trees were felled to bridge the stream. A mile and a half below he left the creek and ascended Pine Ridge, where he discovered in his path a human footprint made by a shoe, which indicated a white wearer. On arriving at Fish Creek, he halted to fish but with poor success. He had purposed to cross the creek and pursue his way to Oswego on the north side of Oneida lake, striking Oswego River near the falls, but, learning from his Indian (who had recently been on a scout to the Three Rivers) that he had seen three flat-bottomed boats with oars, and as the ice had recently left the lakes and thinking they might still be there, he changed his course for Wood creek, and striking it at a well-known place, called 'The Scow,' he sent the Indian and sergeant to search for the boats and to return the same evening. The three remaining at 'The Scow' were soon searching for material for a cabin, but neither bark nor hemlock could be found and, as it was fast growing dark, they collected what logs and wood they could to keep up a good fire which was started. At eight o'clock it began to rain terribly and in two or three hours the fire was put out. As the boat seekers did not came back that night it became one of great anxiety and discontent.

"The men returned after daylight and reported a serviceable boat without oars, which they had launched and towed round the edge of the lake and left at the royal block house, known as Fort Royal, at the mouth of Wood Creek. No time was lost in reaching the boat, which was found to leak badly. They caulked it as best they could with an old rope. From a board oars were soon made, a pole raised and blankets substituted for a sail with bark halliards. Having everything aboard, they moved into Oneida lake (20 miles long) with a favorable but light wind. It was deemed prudent to run across the lake to Nine Mile Point, on the north shore, but before reaching it two men were kept constantly bailing. The boat was again repaired and put afloat, sailing from point to point. As night approached the crew landed half way down the lake, where they improvised a cabin with a good fire to dry their clothes. The night was pleasant but the howling of wild beasts again terrific.

"On Wednesday, the 23d [of April], a beautiful day, the party were early on the move, and, from the middle of the lake, Capt. Thompson said he could see both ends of it, and enjoyed one of the most beautiful views imaginable. There were several islands on the western side of the lake covered with lofty timber, while back of the Oneida castles the elevated ground made a very beautiful prospect. After about eight miles sail, he heard a gun, evi-

dently fired by an enemy, but, to avoid observation, he sailed along the shore until he was opposite 'Six Mile Islands,' as the two largest islands in the lake, lying side by side, are called. He went ashore, where a fire was kindled and a good dinner enjoyed; after which he again dropped down the lake, passed Fort Brewerton, and entered the Oneida River. Here he found a rapid current in his favor and the river, the most serpentine of any stream he had ever been on, abounding at that season with immense numbers of wild fowl, especially of ducks of many varieties. He saw many flocks of geese, but he would not allow the old musket to be fired, lest a lurking scout might be attracted to his position. He continued his course down the river, sometimes on the Onondaga side, and at others on the Oswego side.

"About two miles from Three Rivers (nearly 20 miles from Oneida Lake), he discovered a party of Indians, in three canoes, coming up the river near the same shore. On seeing his boat, they gave a yell and paddled to the opposite shore; they landed, drew their canoes out of the water, ascended the bank and took to trees [not having presumably made out the flag of truce]. When the flag was opposite, they hailed in Indian and in English, which last was answered. When assured that the captain had a flag of truce, the Canadians asked him to come ashore. Four Indians then came out from behind trees and beckoned him to land. He did so and was conducted into the woods. His men also landed and the Indians drew his boat well on shore. He was brought into the presence of two white men and an old Indian, who were seated on the ground. One of them told Capt. Thompson his name was Hare, a lieutenant of Butler's rangers, and that he had just started on an enterprise to the neighborhood of Fort Plain. Thompson assured the lieutenant that all hostilities had ceased on the warpath, and that his mission was to convey such intelligence to the commanding officer at Oswego. When assured that all American scouts had been called in, after several consultations, the war party (consisting of one other white man and eight Indians—all being painted alike) concluded to take Thompson to the fort, saying, if the measure proved a finesse, they had him sure. He was conducted back to his boat, to the great relief of his friends who were exercised by thoughts of treachery, and, with a canoe on each side of the boat and one behind it, the flotilla passed down the river, Lieutenant Hare taking a seat with Captain Thompson in his boat. The party glided down past the Three Rivers [the junction of the Oneida and Seneca rivers with the Oswego], about three miles below which they landed and en-

camped for the night, constructing two cabins, one of which Lieut. Hare, Capt. Thompson and two Indians occupied, the remainder of both parties using the other.

"Early Thursday morning, Lieut. Hare sent one of his canoes to Oswego to inform the commander of the approaching flag, and, soon after sunrise, they all embarked down the rapids which increased as they approached the falls [of the Oswego]. On arriving there they drew the boats around the carrying place, and safely passing the rifts below, they stopped within a mile of Lake Ontario where they were hailed by a sentinel on shore to await orders from the commandant of the fort [Major Ross]."

Thompson was conducted blindfolded into the fort, hearing the drawbridge over the trench let down, the chains of which made a remarkable clattering. In the fort his blindfold was removed and he delivered his message to Major Ross, who received him very courteously, the latter inviting him to sit down to a dinner of cold ham, fowl, wine, etc., while the major looked over the papers. Major Ross had, within a fortnight, received orders from Governor Haldimand of Canada to strengthen his fortifications for American invasion and was greatly surprised at the news Thompson had brought. However, Ross pledged his honor that all his scouts would be at once called in and ordered the sloop Caldwell (mounting fourteen guns) to Fort Niagara to spread the news of the armistice. The curtains, which had been put up at the windows looking out on Lake Ontario, were now drawn and Major Ross asked his guest to look out and see the Caldwell departing on her errand of peace. The view from the window opening out upon the wide sunlit waters of the lake was a delightful one. Ross regretted that he could not conduct the American captain about the British works. The matter of American prisoners in Canada was brought up and Major Ross said information about them would be forthcoming as soon as possible, in the meantime receiving a list of those made in Tryon County during the war, and the messages Thompson brought. Ross said it was impossible for any officer to control the savages when on excursions and he really believed many cruel depredations had been committed by them on the frontiers which were known only to the Indians. He had exerted himself to prevent the murdering of prisoners and said "but the utmost effort could not prevent them from taking the scalps of the killed." The major said that he was very happy that such an unnatural war was ended, adding however that war created the "soldier's harvest." Ross was much upset to learn that the entire State of New York, including

Oswego and Fort Niagara, were to be ceded to the United States in the treaty of peace then under consideration.

Captain Thompson was introduced to a number of British officers and treated with great courtesy, having however a verbal tilt with Captain Crawford of Johnson's Greens (who invaded the Mohawk Valley in 1778). Says the journal: "This person comes under that despicable character of a loyal subject. He appeared to be really ignorant of the cause he fought for, and had the wickedness to observe that he had made more money in the British service in the war than he would have made in the American service in 100 years." Captain Thompson replied that "American officers fought for principle, not money."

Major Ross wished to send Thompson back up the Oswego River and through Oneida Lake to Wood Creek in his own barge, but the American captain said he desired to return by land on the west side of the Oswego to see the country, and politely refused the courteous offer. The Indians at Oswego had heard a rumor that "all their lands were to be taken from them and that they were to be driven to where the sun went down." They had threatened the life of the American messenger and were in an ugly mood. Captain Thompson was given a list of the valley American prisoners then in Canada that evening. The patriot captain, for his own and his comrades' safety, deemed it best to depart at once, and thanking Major Ross for his courteous treatment, he was again blindfolded and led outside the fort down to his companions at the river edge at 11 o'clock on Sunday evening, April 27. He took back with him a fourteen-year-old American boy who had been captured near Fort Stanwix. Here the journal ends. Major Ross had promised to send a detachment of British troops back with the American party over the most dangerous part of their journey and it is probable he did so. The patriots, retracing their former steps, arrived at Fort Plain once more, having completed satisfactorily their important mission.

After Captain Thompson's return, Fort Plain must have been the Mecca of people from all over the Mohawk Valley who came to learn of friends or relatives captive in Canada.

Thus from Fort Plain was spread the first news of approaching peace through the valley and to the British foe on the borders of New York state.

* * * * *

In the War of the Revolution there were 268 recorded conflicts. Ninety-two of these clashes of arms took place within the limits of New York State, against 176 in the other twelve of the

thirteen original states. Of these ninety-two New York battles, twenty-one were fought in 1776, and twenty-seven in 1777. The state's battles include a number of the main conflicts of the war, while the decisive battles of the Revolution were fought at Bemis Heights, or Saratoga, on September 19 and October 7, 1777. The battle of Oriskany, August 6, 1777, and the successful defense of Fort Stanwix, contributed the main element to this decisive victory of the whole war. The militia of the middle and upper Mohawk Valley, comprised within Tryon County, fought the battle of Oriskany. The Schenectady (Second Albany County Regiment) Militia fought at Bemis Heights, where the New York Line and Militia regiments formed a great part of the fighting American force.

While New York fought over one-third of the battles of the Revolution, her Continentals and militia were in action and in service more than those of any other state and her territory was the most devastated of all, we turn to more widely advertised sections and find that Massachusetts had eleven battles in 1775, three in 1776, and only one thereafter. The Colonies had the following recorded conflicts: South Carolina, 79; New Jersey, 31; Georgia, 22; Virginia, 16; Massachusetts, 15; Connecticut, 14; Pennsylvania, 5; Rhode Island, 5.

It would seem that New York State should receive some long delayed recognition as the chief battleground of the Revolution.

CHAPTER 75.

WASHINGTON'S VISIT.

1783—JULY, WASHINGTON'S TOUR OF MOHAWK VALLEY AND VISIT TO OTSEGO LAKE—HIS LETTERS CONCERNING TRIP—STOPS AT FORT STANWIX, FORT HERKIMER, PALATINE, FORT PLAIN, CHERRY VALLEY, CANAJOHARIE AND SCHENECTADY—COLONEL CLYDE—FINAL RECORDS OF FORT PLAIN OR FORT RENSSELAER—LAST REVOLUTIONARY FORAY ABOUT FORT PLAIN.

In the spring of 1783, an order for the cessation of hostilities between Great Britain and the United States was published in the camp of the latter, but an army organization was kept up until fall. As the initiatory step in his contemplated tour of observation in central New York, Gen. Washington wrote to Gen. Philip Schuyler, from his Newburgh headquarters, July 15, 1783, as follows:

"Dear Sir:—I have always entertained a great desire to see the northern part of this State, before I returned Southward. The present irksome interval, while we are waiting for the definite treaty, affords an opportunity of gratifying this inclination. I have therefore concerted with Geo. Clinton to make a tour to reconnoitre those places, where the most remarkable posts were established, and the ground which became famous by being the theatre of action in 1777. On our return from thence, we propose to pass across the Mohawk river, in order to have a view of that tract of country, which is so much celebrated for the fertility of its soil and the beauty of its situation. We shall set out by water on Friday the 18th, if nothing shall intervene to prevent our journey.

"Mr. Dimler, assistant quartermaster-general, who will have the honor of delivering this letter, precedes us to make arrangements, and particularly to have some light boats provided and transported to Lake George, that we may not be delayed upon our arrival there.

"I pray you, my dear sir, to be so good as to advise Mr. Dimler in what manner to proceed in this business, to excuse the trouble I am about to give you, and to be persuaded that your kind information and discretion to the bearer will greatly in-

crease the obligations with which I have the honor to be, etc."—Sparks Life, 8, 425.

On July 16 Washington wrote the president of congress as to his intended trip. He returned to his headquarters at Newburgh, August 5, 1783, and on the following day, August 6, wrote to the congressional president a brief record of his journey. After speaking of his return, which was by water from Albany to Newburgh, he says:

"My tour, having been extended as far northward as Crown Point, and westward to Fort Schuyler [Stanwix] and its district, and my movements having been pretty rapid, my horses, which are not yet arrived, will be so much fatigued that they will need some days to recruit, etc." In another letter, of the same date, he refers further to his tour in these words: "I was the more particularly induced by two considerations to make the tour, which in my letter of the 16th ultimo, I informed Congress I had in contemplation, and from which I returned last evening. The one was the inclination to see the northern and western posts of the State, with those places which have been the theatre of important military transactions; the other a desire to facilitate, as far as in my power, the operations which will be necessary for occupying the posts which are ceded by the treaty of peace, as soon as they shall be evacuated by the British troops." He had his eye upon Detroit as a point to be looked after and wanted some of the well-affected citizens of that place to preserve the fortifications and buildings there "until such time as a garrison could be sent with provisions and stores sufficient to take and hold possession of them. The propriety of this measure has appeared in a more forcible point of light, since I have been up the Mohawk river, and taken a view of the situation of things in that quarter. * * * I engaged at Fort Rensselaer [Fort Plain] a gentleman whose name is Cassaty, formerly a resident of Detroit and who is well recommended, to proceed without loss of time, find out the disposition of the inhabitants and make every previous inquiry which might be necessary for the information of the Baron on his arrival, that he should be able to make such final arrangements as the circumstances might appear to justify. This seemed to be the best alternative on failure of furnishing a garrison of our troops, which, for many reasons, would be infinitely the most eligible mode, if the season and your means would possibly admit. I have at the same time endeavored to take the best preparatory steps in my power for supplying the garrisons on the western waters by the provision contract. I can

only form my magazine at Fort Herkimer on the German Flats, which is 32 miles by land and almost 50 by water from the carrying place between the Mohawk river and Wood creek. The route by the former is impracticable, in its present state, for carriages and the other extremely difficult for bateaux, as the river is much obstructed with fallen and floating trees, from the long disuse of the navigation. That nothing, however, which depends upon me might be left undone, I have directed 10 months provisions for 500 men to be laid up at Fort Herkimer, and have ordered Col. Willett, an active officer commanding the troops of the state [evidently meaning state troops in this locality], to repair the roads, remove the obstructions in the river, and, as far as can be effected by the labors of the soldiers, build houses for the reception of the provisions and stores at the carrying place [Fort Stanwix] in order that the whole may be in perfect readiness to move forward, so soon as the arrangement shall be made with Gen. Haldermand [governor general of Canada]."

October 12, 1783, Washington wrote to the Chevalier Chastelleux, as follows: "I have lately made a tour through the Lakes George and Champlain as far as Crown Point. Thence returning to Schenectady, I proceeded up the Mohawk river to Fort Schuyler and crossed over to Wood creek, which empties into the Oneida lake, and affords the water communication with Ontario. I then traversed the country to the eastern branch of the Susquehanna, and viewed the Lake Otsego, and the portage between that lake and the Mohawk river at Canajoharie. Prompted by these actual observations, I could not help taking a more extensive view of the vast inland navigation of these United States, from maps and the information of others, and could not but be struck by the immense extent and importance of it, and with the goodness of Providence, which has dealt its favors to us with so profuse a hand. Would to God we may have wisdom enough to improve them. I shall not rest contented till I have explored the western country, and traversed those lines or a great portion of them, which have given bounds to a new empire. But when it may, if it ever shall happen, I dare not say, as my first attention must be given to the deranged situation of my private concerns, which are not a little injured by almost nine years absence and a total disregard of them, etc., etc."

Washington went west, probably by way of the north river shore highway to East Creek, where his party forded the Mohawk and continued westward over the south shore highway. He probably visited the General Herkimer Home, although there is

no record of this. General Washington probably visited a number of places in the valley of which there is no recorded account.

The general and his party visited Fort Stanwix, which had been badly damaged by fire and abandoned in 1781. Washington then went west by road to Oneida Lake. Washington was greatly interested in inland navigation and especially in the Mohawk River ocean-to-lakes link. He was so taken with the beauty and fertility of the Valley of the Mohawk that he subsequently bought farm lands in Oneida County.

On Washington's return trip he conferred with Colonel Willett, the Valley commandant, at Fort Herkimer. This was then one of the two most advanced western army posts. Because of its closeness to the Mohawk River, which then carried all heavy freight transportation, Washington had designated Fort Herkimer as the western depot for American Army supplies, which were to be sent westward to the western British posts which were to be turned over to American control.

Detroit and Niagara were the chief of these forts. Doubtless Washington also conferred here with Willett on his westward journey. The commander took dinner under a tree in front of the Shoemaker house, about three miles west of Fort Herkimer. This house is still standing on the western limits of the village of Mohawk. The raids of 1778 and 1782 had destroyed all of the one-time comfortable Colonial farmhouses of the German Flats. The Shoemaker house had been a Tory resort during the Revolution and so had been spared by the bloodthirsty Tory and Indian bands which had destroyed this neighborhood. This house probably afforded the only comforts and conveniences in the neighborhood to accommodate the general and his staff and give them a square meal.

Washington, of course, visited Fort Dayton (in present Herkimer), but there is no detailed record of that event, which, doubtless, attracted the surviving settlers for miles around. It is regrettable that Colonel Willett, who had such a high regard for Washington, makes no mention of the general's visit, in the pages of his "Narrative". This is all the more remarkable as Colonel Willett was the commander of this frontier and must have had a large part in Washington's Mohawk Valley journey. He also conferred here with Washington on important military and army matters—probably on other than questions of supply, because Washington placed great confidence in Willett's knowledge of the frontier situation and of its Indian enemies.

Washington mentions that he gave Willett orders to build

"houses for the reception of the provisions and stores at the carrying place," meaning at Fort Stanwix on the site of the present city of Rome. If these orders were carried out, there must have been a reoccupation of Fort Stanwix in 1783, for a guard would necessarily have been placed here for protection of stores and storehouses.

It is probable that Washington visited Fort Paris (Stone Arabia), Fort Johnstown, Fort Hunter, Fort Johnson and Schenectady as well as Fort Stanwix, Fort Dayton, Fort Herkimer, Fort Plain, Cherry Valley and Canajoharie.

Simms publishes the following account of Washington's visit to Fort Plain during his trip through this section:

"The reader will observe by Washington's correspondence that he made the northern trip by water to Crown Point, but from Schenectady to Fort Stanwix [Schuyler], or rather its site, on horseback. The tour of inspection, as shadowed in his letters, is devoid of all incident, and whether or not he halted at Fort Plain on his way up is uncertain; but as he speaks last of going to Otsego Lake, it is presumed he made no halt at the river forts going up, nor is there any account of his visiting Johnstown in his tour, but it is reasonable to conclude that he did. He did not mention Fort Plain, but it is well known that he was there, giving it another name [Fort Rensselaer]. Arriving in this vicinity [on July 30, 1783], said the late Cornelius Mabie, who was thus informed by his mother, he tarried over night with Peter Wormuth, in Palatine on the late Reuben Lipe farm, the former having had an only son killed, as elsewhere shown, near Cherry Valley. It was no doubt known to many that he had passed up the valley, who were on the qui vive to see him on his return, and good tradition says that in the morning many people had assembled at Wormuth's to see the world's model man, and to satisfy their curiosity, he walked back and forth in front of the house, which fronted toward the river. This old stone dwelling in ruins, was totally demolished about the year 1865.

"We have seen that Washington found Col. Willett in command at Fort Herkimer [then together with Fort Dayton, the most advanced frontier posts in the state], at which time Col. Clyde was in command of Fort Plain. Just how many attended His Excellency through the Mohawk valley is not satisfactorily known. His correspondence only names Gov. George Clinton. Campbell in his 'Annals' says he was accompanied by Gov. Clinton, Gen. Hand and many other officers of the New York line. The officers making the escort were no doubt attended by their

aids and servants. Whether any other officer remained with Washington at Wormuth's over night is unknown. It is presumed, however, the house being small and the fort only a mile off, that his attendants all went thither, crossing at Walrath's Ferry, opposite the fort, some of whom returned in the morning to escort the Commander-in-Chief over the river [July 31, 1783]. A pretty incident awaited his arrival on the eminence near the fort. Beside the road Rev. Mrs. Gros had paraded a bevy of small boys to make their obeisance (her nephew, Lawrence Gros, from whom this fact was derived, being one of the number). At a signal they took off and swung their hats, huzzaed a welcome and made their best bow to Washington, when the illustrious guest gracefully lifted his chapeau and returned their respectful salutation with a cheerful 'Good morning, boys!' Immediately after, he rode up to the fort, where he received a military salute from the garrison.

"I suppose Washington to have been welcomed within the large blockhouse, and on introducing the guest to its commandant, Gov. Clinton took occasion to say to him: 'Gen. Washington, this is Col. Clyde, a true Whig and a brave officer who has made great sacrifices for his country'. The General answered warmly, 'Then, sir, you should remember him in your appointments'. From this hint, Gov. Clinton afterward appointed him sheriff of Montgomery County. Gen. Washington dined with Col. Clyde, after which, escorted by Maj. Thornton, they proceeded [going over the Otsquago Trail, through present Starkville and Van Hornesville, thence] to Cherry Valley, where they became the guests over night, of Col. Campbell, who had returned not long before and erected a log house. Burnt out as the Campbells had been, their accommodations were limited for so many people, but they were all soldiers and had often been on short allowance of 'bed and board' and could rough it if necessary. Besides, it is possible other families had returned to discover their hospitality for the night. They found themselves very agreeably entertained, however. Mrs. Campbell and her children had been prisoners in Canada. In the morning Gov. Clinton, seeing several of her boys, told Mrs. Campbell, 'They would make good soldiers in time'. She replied she 'hoped their services would never be thus needed'. Said Washington, 'I hope so, too, madam, for I have seen enough of war'. One of those boys, the late Judge James S. Campbell, was captured so young and kept so long among the Indians that he could only speak their language when exchanged. After breakfast the party were early in the saddle [going over

the east Otsego Lake shore trail] to visit the outlet of Otsego Lake, and see where Gen. James Clinton dammed the lake, just above its outlet, to float his boats down the Susquehanna, to join in Sullivan's expedition. The party returned the same evening to Fort Plain, via the portage road used by Clinton to Springfield from Canajoharie [the present Clinton road, running from the Happy Hollow—Seebers Lane section straight south to Salt Springville, thence to Springfield] and the next day, as believed, they dropped down the valley."

On reaching Canajoharie, August 1, 1783, Washington and his company were received by Col. Clyde, who had ridden down from Fort Plain in the morning to receive the commander's party on its return from Otsego Lake. After the destruction of Cherry Valley in 1778, Clyde removed his family to the neighborhood of Schenectady, where they remained until the close of hostilities. One account says that at this time (August, 1783) they had removed to the Van Alstine stone house, in the present village of Canajoharie. Here, it is said, Washington and his party were the guests of Col. and Mrs. Clyde at dinner on August 1, 1783. Part of the distinguished party probably returned to spend the night at Fort Plain, where there were accommodations, and as many as could put up at Landlord Roof's Canajoharie tavern, where the Hotel Wagner now stands.

At all valley points people gathered to greet their national hero. At Canajoharie Washington is said to have addressed the crowd from a store near Roof's tavern, and later is said to have patted the head of a little negro boy. An eye witness says that this kindly act so displeased some "prideful whites" that they left the scene in disgust.

A considerable assemblage of patriots must have been present at Fort Plain and Canajoharie on those eventful long ago midsummer days. There had been no severe raids in the Canajoharie and Palatine districts in two years. The much tried people were rebuilding their homes, those who had removed to safer localities were returning to their abandoned farms, and, with the assurance of peace, new settlers were already coming in.

Washington and his staff rode down the valley, on August 2, 1783, the day following their stay at Canajoharie. They journeyed over the south shore road to Schenectady. Judge Sanders, in his Schenectady history, records Washington's visit there in 1783, but he had no details. On this return trip while in Schenectady, General Washington was "again quartered at the hotel of his old army acquaintance, Robert Clinch", probably on the

night of August 2, as it would not take these experienced and hardened campaigners more than a day to cover the forty miles between Canajoharie and Schenectady, over the south shore Mohawk highway. Yates says that Washington rode out of Schenectady the next morning to visit his former chief of staff, General William North and the latter's guest, General Von Steuben, at the beautiful North home in Duanesburgh, which was approached by a half mile lane embowered with roses, known as "Rose Lane".

From Albany, Washington and his party returned to Newburgh by Hudson River sloops.

There is a tradition that Washington stopped at the present (1925) house of Volkert Vrooman at Randall, on his way up the Valley. There is no vestige left of the stone house of Peter Wormuth, opposite Fort Plain, where Washington spent the night of July 31, and even its site is unknown. The Myers block in Schenectady covers the place of Clinch's tavern but a bronze tablet marks the site.

At the time of Washington's trip up and down the Mohawk highways, Colonel Willett was in command of the valley posts. During the General's journey, the Valley commander is mentioned as being at Fort Herkimer, but he, doubtless, accompanied Washington to Fort Stanwix and Oriskany in order to tell the military chieftan something of the famous siege and battle. Doubtless, also, some of the Valley militia commanders accompanied General Washington and told him of some of the local battles and pointed out the fields of action.

Mr. S. L. Frey gives the following list of names of persons who probably accompanied General Washington into the Mohawk valley in 1783: Gov. George Clinton, Gen. Hand, Mr. Dimler (assistant quartermaster), Col. David Humphries, Hodijah Baylies, Wm. S. Smith, Jonathan Trumbull, Jr., Tench Tilghman, Richard Varick (recording secretary), Benjamin Walker, Richard K. Mead, David Cobb, and many officers of the New York line.

* * * * *

The resettlement of Cherry Valley by its old and also new settlers and the visit of Washington, in 1783, is described as follows in Sawyer's "History of Cherry Valley":

"The war was not fairly ended before the inhabitants, who had been scattered during the war, began to re-seek their old homes. It was truly a sad returning. No vestige of their once populous and flourishing settlement was left. Even the ruined

foundations of their buildings were concealed amid the berry bushes and alders, which grew luxuriantly in the ground enriched by the ashes from their burned dwellings. The fields, once cleared with great labor, were covered over with sumach and poplar, intermingled with cherry and maple; while the fences marking the boundaries of their farms, or forming enclosures for their cattle, had been either burned by the Indians, destroyed by roving beasts, or rotted by the elements. The settlers who, returning from their grand struggle for liberty, poor in worldly goods and broken in health, laid the second foundations of Cherry Valley had need of even braver hearts and more stern determination than those who, forty years before, had laid the original foundations. Their trials during the Revolution had fitted them for the task and they bravely faced the labors and hardships which awaited them. The struggle though hard was not long. Soon after peace was declared that great exodus from the Eastern States to the vast, and then unknown West, which has continued uninterruptedly from that day to this, was begun. Lying on the main routes between the two sections, Cherry Valley, alike by the beauty of its scenery, its former fame, and the reputation of its inhabitants, attracted many of the emigrants and in a few years it was again the largest settlement south of the Mohawk.

"In [July], 1783, the settlement was honored with a visit from 'the Father of his Country'. General Washington, accompanied by Generals Clinton and Hand, and a number of other military officers and aides, rode up from Albany, by way of the Mohawk Valley. * * * The distinguished party [came to Cherry Valley on July 31 and] was entertained by Colonel Samuel Campbell, at his newly re-built log cabin, until the following day, when they visited Otsego Lake; returning to the Mohawk by the old Continental road [where Washington remained over night as the guest of Colonel Samuel Clyde in the Van Alstyne House in Canajoharie].

"It is related in tradition that a reception was given in honor of the party, the entire settlement gathering in the main room of the cabin, and that Washington and his companions sat up until well into the morning, listening to the wild border tales vividly related by the bolder among the settlers. And we are told that Robert Shankland, standing in the middle of the room 'fought his great battle o'er', with all the earnestness and zeal that characterized the real fight".

* * * * *

The news of the declaration of peace in 1783 was received in

Schenectady amid great rejoicing and followed by a befitting celebration; a large bonfire of pine knots was built on the hill overlooking the town, and hung in the midst of the flames was an effigy of Benedict Arnold.

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The last victims of savage marauders near Fort Plain were Frederick Young and a man named House, of the town of Minden. They were in a field when a small party of Indians shot them both down. Young was not killed and when an Indian stooped over to scalp him, the victim seized the knife, the blade nearly severing his fingers. Both were scalped but Young was found alive and taken to Fort Plank, where he died before night. The two Minden men were shot within sight of the fort but the Indians got away before the patriot militia could assemble to engage them. This event happened in 1783, eight days after the inhabitants had news that peace had been ratified, and it is probable that the savages had not heard of this, or even if they had they could pretend that they had not, in order to have the barbaric pleasure of murdering somebody.

* * * * *

The reunions of valley families with members who had been captured during the Revolution, furnish countless dramatic incidents. One of these has a homely smack of early farm life. Leonard Paneter was captured in the present town of St. Johnsville, Montgomery County, when he was but eight years old, and taken to Canada. On his release from captivity a year later he was sent to Schenectady with others who had been taken in the valley and who were now exchanged and free to return to their Mohawk homes. Young Paneter's father sent an older son down to Schenectady to bring the boy back. Here he found a number of lads drawn up in line waiting for parents or relatives to identify them. The boys did not at once know each other but Leonard upon seeing the horse that carried his brother, remembered it at once, and the brothers were soon reunited and happily on their way, probably both riding the old nag homeward.

* * * * *

Following are the principal events of 1783 summarized: The treaty of peace with Great Britain, acknowledging the independence of the United States of America was signed in Paris, September 3, 1783; 1783, November 25, "Evacuation Day", British left New York and an American force under Gen. Washington and Gov. Clinton entered New York city, shortly after which Washington bade farewell to his officers at Fraunce's Tavern in

that city and left for Mount Vermon, Md., his journey through New Jersey, Pennsylvania and Maryland being a triumphal tour; 1783, December 23, Washington resigned his command of the American army to congress at Annapolis, Md.

* * * * *

Col. Samuel Clyde, then in command at Fort Plain, was born in Windham, Rockingham County, New Hampshire, April 11, 1732, his mother's name being Esther Rankin. He worked on his father's farm until 20, when he went to Cape Breton and labored as a ship carpenter, whence he went to Halifax and worked on a dock for the English navy. In 1757 he came to New Hampshire and raised a company of batteaux men and rangers, of which he was appointed captain, by Gen. James Abercromby, said company being under Lieut. Col. John Bradstreet. This commission was dated at Albany, May 25, 1758. He marched his company to Albany and to Lake George, where he fought in the battle of Ticonderoga, when Gen. Howe was slain and the British defeated. Clyde was afterward at the capture of Fort Frontenac, and, returning from the campaign to Schenectady, in 1761, he there married Catherine Wasson, a niece of Matthew Thornton, a signer of the Declaration of Independence. Judge Hammond, who knew Mrs. Clyde, wrote of her in 1852 as follows: "Mrs. Clyde was a woman of uncommon talents, both natural and acquired, and of great fortitude. She read much and kept up with the literature of the day. Her style in conversing was peculiarly elegant, and at the same time easy and unaffected. Her manner was dignified and attractive. Her conversation with young men during the Revolutionary war, tended greatly to raise their drooping spirits, and confirm their resolution to stand by their country to the last". Not a few noble women of the frontiers thus made their influence felt in the hour of need.

In 1762 Clyde settled at Cherry Valley and while here he was employed, about 1770, by Sir William Johnson to build the church for the use of the Indians at the upper Mohawk castle in the present town of Danube. At the beginning of the country's trouble with England, a company of volunteers was raised in Cherry Valley and New Town Martin for home protection, of which Samuel Clyde was commissioned its captain by the 40 men he was to command, and John Campbell, Jr., was chosen lieutenant and James Cannon ensign.

Captain Clyde's commission was dated July 13, 1775. October 28, 1775, the state provincial congress commissioned him as a captain and adjutant of the first (Canajoharie) regi-

ment of Tryon county militia. September 5, 1776, he was commissioned second major of the first (Canajoharie) regiment commanded by Col. Cox.

After the battle of Oriskany and death of Gen. Herkimer, many of the officers of the brigade wanted Major Clyde to consent to accept the office of Brigadier-General, whose appointment they would solicit. To this he would not accede, as other officers in the brigade outranked him and he would not countenance an act that would originate jealousies, however well merited the honors might be. It has ever surprised the student that Gen. Herkimer's place remained unfilled during the war. That the eye of the army was fixed upon Major Clyde for this honorable promotion is not surprising when we come to know that of all men in that bloody rapine, no one better knew his duty or acquitted himself more valiantly than he. He was in the thickest of the fight, and in a hand to hand encounter was knocked down by an enemy with the breech of a gun, while in another he shot an officer whose musket he brought from the field to become an heirloom in his family. Besides Gen. Herkimer slain, and Brigade Inspector Major John Frey a prisoner, he is believed to have been the only man at Oriskany who ranked as high as a captain in the French war, which doubtless had something to do with the confidence reposed in him.

After Cherry Valley was destroyed in 1778, Col. Clyde removed with his family to the neighborhood of the Mohawk, where he lived six or seven years, at least part of the time in the Van Alstine house in the present village of Canajoharie.

June 25, 1778, Major Clyde was appointed lieutenant-colonel of the Canajoharie regiment, Samuel Campbell then being colonel. His commission as such passed the secretary's office with the signature of Gov. George Clinton, March 17, 1781. That Clyde was acting colonel of this regiment long before the date of his commission as lieutenant-colonel, there is positive evidence. The acting colonels of the Tryon county militia in May, 1780, so recognized by the government at Albany, were Cols. Klock, Fisher, Clyde and Bellinger. Col. Clyde seems to have been on duty every summer in the bounds of his regiment until the close of the war. As colonel of the Canajoharie district regiment, he would naturally have been, as he was, on duty at its principal fortification, Fort Plain, during Washington's visit in 1783. On the organization of the state government in 1777, he was a member of the legislature. March 8, 1785, true to Washington's pertinent suggestion at Fort Plain, he was commissioned as sheriff of Mont-

gomery county by Gov. Clinton, which office he discharged with conscientious fidelity. It is said he frequently swam his horse across the Mohawk at flood tide at Canajoharie in order to attend court at Johnstown.

Simms says: "After the destruction, in 1778, of Cherry Valley, Col. Campbell made his home at Niskayuna and is not remembered to have taken any part in military affairs [in this vicinity] after that date." It is doubtless true that, although he held a lieutenant-colonel's commission, Samuel Clyde was recognized by the Albany military authorities and the Tryon county militia as colonel of the Canajoharie regiment, which Clyde says was "the best regiment of militia in the county". Col. Clyde was the leading figure in militia affairs in the district of Canajoharie, Tryon county, during the years 1779, 1780, 1781, 1782 and 1783. He died November 30, 1790, aged 58 years, and is buried in the Cherry Valley Cemetery, where a monument marks his grave, which is beside that of Col. Alden, who was killed in the Cherry Valley massacre. Both grave markers are immediately north of the Cherry Valley massacre monument erected in 1778 on the occasion of the massacre centennial.

The Canajoharie district, which Col. Clyde commanded during the Revolution, embraced a territory along the south shore of the Mohawk River, from Fall Hill eastward to the Noses and south to the Pennsylvania line. It embraced the present Herkimer County towns of Danube and Stark, the present Montgomery County towns of Minden, Canajoharie and part of Root and the eastern half of Otsego County and the extreme western half of Schoharie County, including the settlements of Springfield, Cherry Valley and New Dorlach (Sharon).

The Revolutionary Canajoharie District contained Fort Plain and its surrounding forts—Fort Windecker, Fort Willett, Fort Planck, Fort Clyde—Fort Van Alstyne at Canajoharie, Fort Ehle, Fort Currytown, and Fort Alden at Cherry Valley—Fort Ehle and Fort Van Alstyne were not regular army posts but, doubtless, were used by the militia. Thus there were nine palisaded forts in the Revolutionary Canajoharie District—posts over which Colonel Clyde probably had more or less general command and jurisdiction. All of them housed or protected the majority of the surviving Valley settlers in the latter years of the war.

* * * * *

We see, from the foregoing letters of Washington, that at Fort Plain [Fort Rensselaer] the commandant of the army of

the United States engaged "a gentleman whose name is Cassaty" as his personal emissary to Detroit to observe the conditions at that important post on the lakes, preparatory to its American occupation. So that it becomes evident that two messengers at Washington's orders, left Fort Plain in 1783 on momentous errands for the British lake posts of Oswego and Detroit. Washington's emissary, Colonel Thomas Cassaty, was arrested by the British commandant at Fort Oswego. Cassaty escaped and returned to Fort Plain without being able to accomplish his mission.

Colonel Thomas Cassaty married Nancy, a daughter of Peter Wormuth and a sister of Lieut. Matthew Wormuth, who was shot by Brant near Cherry Valley in 1778. Cassaty was living near or at his father-in-law's when Washington stopped there (in Palatine near Fort Plain) during his valley tour of 1783. This probably readily led to his engagement in the service mentioned. Colonel Cassaty as a boy and young man was stationed at the British post of Detroit, where his father, James Cassaty, was a captain in the English service. At the outbreak of the Revolution the two Cassatys, both American born, sided with the colonists. The commandant of Detroit denounced Capt. James Cassaty and in the altercation young Thomas Cassaty, then a youth of seventeen, shot down the British officer. He then fled into the Michigan woods and escaped. He lived with the Indians and there is one report which says he was the father of the noted chief, Tecumseh. Toward the end of the war he appeared in the Mohawk Valley. Colonel Cassaty died at Oriskany Falls, Oneida County, 1831, aged about 80 years, leaving two sons and five daughters. After the Detroit affray, Capt. James Cassaty was confined in a Canadian dungeon for three years.

* * * * *

It will be noted that Washington speaks of Fort Plain as "Fort Rensselaer", this being the name it bore in the last four years of the Revolution—it being named for the Gen. Van Rensselaer, whose conduct was so dubious when there at the operations of 1780, ending at Klock's Field.

As previously shown, at the court-martial of Gen. Van Rensselaer in Albany for dereliction in the campaign of 1780, witnesses referred constantly to "Fort Rensselaer or Fort Plain" or vice versa.

Dr. Hough published some years ago an account of the Klock's Field campaign and the subsequent court-martial of Gen. Van Rensselaer, showing that the latter officer writing from Fort Plain—a name which had been established for years—dated his

papers at "Fort Rensselaer"; anxious, as it would seem, to have this principal fort take his own name. It is believed that never before that time had it ever been called by any other name than Fort Plain. About three years later General Washington was here and dated his correspondence from "Fort Rensselaer," and others probably did so, unaware that the name of the fort had been changed. The following document, from the papers of the late William H. Seeber, shows how the vanity of the inefficient soldier had temporarily affected the name Fort Plain:

"By virtue of the appointment of his Excellency, George Clinton, Esq., Governor of the State of New York, etc., etc.

"We do hereby, in pursuance of an act entitled an act to amend an act, entitled an act to accommodate the inhabitants of the frontier, with habitations and other purposes therein mentioned, passed the 22d of March, 1781—Grant unto William Seeber, Peter Adams, George Garlock and Henry Smith, license and liberty to cut and remove wood or timber from the lands of John Laile (or Lail), George Kraus, John Fatterle, John Plaikert, Wellem (William) Fenck, George Ekar, John Walrath and Henry Walrath, lying contiguous to Fort Plain, being a place of defense, for fuel, fencing and timber for the use of the first above mentioned persons.

"Given under our hands at Canajoharie, this 8th day of November, 1782.

"Christian Nellis,
"M. Willett,
"Commissioners."

This instrument was drawn up in the handwriting of Squire Nellis and taken to Col. Willett to sign. In the handwriting of the latter and with the ink of his signature, Willett crossed off the word "Plain" and interlined the name "Rensselaer". Simms says: "It seems surprising that Col. Willett, who so disapproved of changing the name of Fort Stanwix, should have connived at changing the name of Fort Plain; and it can only be accounted for by presuming that he was thereby courting the influence of wealth and position". The foregoing quotation does not coincide with Willett's sturdy character, and it seems entirely probable that Van Rensselaer had succeeded in having his name adopted, at least for the time, as the official designation of Fort Plain.

S. L. Frey says, in his interesting paper on "Fort Rensselaer", (published in the Mohawk Valley Register, March 6, 1912):

"In 1786 Capt. B. Hudson was in command of the place, tak-

ing care of the stores and other government property. As this is the last time that 'Fort Rensselaer' is mentioned as far as I can find, I give a copy of an old receipt:

Fort Rancelair, Aug. 22d, 1786.
State of New York, Dr.
To John Lipe, Senior.

For Timber Building the Blockhouse, for fire wood, Fancing & Possession of the Place by the Troops of the United States Under the Command of Colonel Willet one hundred & fifty Pounds, being the amount of my Damage.

his
John X Lipe.
mark

Witness Present
B. Hudson.

From this it will be seen that Johannes Lipe had not been paid for his timber, used in the blockhouse six years before. Following this receipt is a note by Rufus Grider, the former antiquarian of Canajoharie:

"Copy of a paper found and obtained on the Lipe Farm, where Fort Plain and Fort Rensselair was located. The present owners are descendants of the Lipe who owned it during and after the Revolution; the ownership has not gone out of the family.

"R. A. Grider.

June 17, 1894."

Mr. Frey continues: "We thus have a continuous mention of 'Fort Rensselair', as another name for Fort Plain, from September 4, 1780, to August 22, 1786. It would be well if the old Revolutionary families in the vicinity would examine any paper they may have relating to that period; possibly we might find that 'Fort Rensselair' is mentioned after 1786."

Thus we are able to trace the history of the Fort Plain fortifications through a period of ten years of important service. Although the fort and blockhouse probably stood for some years after 1786, reference to Fort Plain, after that date, implies the Sand Hill settlement (which took its name from the fort) and the later village which thus became known during the construction of the Erie canal. The name has thus been in existence for a period of almost 140 years. How long Fort Plain or Fort Rensselaer continued to exist as an army post after 1786 is not now known.

* * * * *

It is a fitting place here to refer to the difficulty experienced

in the foregoing Revolutionary chapters in naming, as a whole, the forces invading the valley. They are generally spoken of as the "enemy" "destructives" or the "raiders" or some such term, for the simple reason that they cannot be referred to as "English" or "British," because they were composed of such varying elements. British, Tories, Indians and Germans composed the army under St. Leger and under Sir John Johnson at Stone Arabia and at Klock's Field, and in almost every other case of battle and invasion. The Americans looked upon the British use of Indians in the conflict as a brutal, uncivilized proceeding and England's employment of hired Hessian troops was a still further cause of the just hatred of our countrymen against Britain. True, America had many friends in England but the ruling party countenanced the savagery referred to and brought about a deplorable state of affairs in the relations of the two countries for a period of nearly a century, following the Revolutionary War.

CHAPTER 76.

1775-1783—ROSTER OF MOHAWK VALLEY REVOLUTIONARY MILITIA.

TRYON COUNTY MILITIA—FIRST (CANAJOHARIE DISTRICT) REGIMENT

Officers

Colonels, Samuel Campbell, Ebenezer Cox; Lieutenant Colonel, Samuel Clyde; Majors, Abraham Copeman, Peter S. Deygert; Adjutant, Jacob Seeber; Quartermaster, John Pickard; Surgeons, Adam Frank, David Younglove; Captains, John Bowman, Matthew Brown, Jost Deygert, Jacob Diffendorff, Joseph House, Adam Leyp, John Roof, John Russ, Ryner Van Everen, Nicholas Weyser, Japes Wilson; Lieutenants, Peter Adamy, Abraham Arnt, Nicholas Barth, Henry Brate, Conrad Braun, George Conderman, Nicholas Deygert, Dedrick Horning, Jacob Matthews, Charles Powell, Jacob Schneyder, John Seeber, William Seeber, Henry Shrumbling, John Van Everen, Hans Windecker; Ensigns, John L. Bellinger, John Cunderman, Richard Ellwood, Adam Flind, Jacob Hanes, Henry Myer, Cornelius Van Every, Henry Walwrath.

Additional Names on State Treasurer's Pay Books

Lieutenant, Englehardt Wagener; Ensigns, John Pickert, Jeremiah Young.

Enlisted Men

Peter Adamy, Christian Ale, Peter Ale, Henry Apel, Jacob Batenauer, George Batenauer, Henry Bearmour, Henry Becker, Peter Becker, Adam Beellinger, Frederick Bell, Frederick Belleanger, Henrick Belliner, Adam Bellinger, Philip Bellinger, William Bellinger, Peter Bendeman, Simmon Benteman, Jacob Besner, Martin Bettinger, Henry Bickerd, Isaac Bickerd, William Billing, William Billinger, Peter Bitelman, George Blats, George Bleats, Adam Bohall, Frederick Bolier, Fillip Bolt, Fredrick K. Boom, Christian Boss, Christian Bost, Adam Botman, James Brate, Balser Brisenbecker, Godfret Broukman, John Bruckeman, Godfrid Bruckman, Christian Brunner, George Bush, John Butcluter, James Buterfield, Matthew Cannan, Thomas Castler, John Christman, William Clapsattle, George Clapsedel, William Clebsater, Joseph Clock, Thomas Cockton, Adam Cohat, Adam Cohert, John Conterman, John Contryman, John M. Contryman, John Coon, George Crais, Godfred Cramer, Joast Cramer, John Creamer, Joseph Creamer, Jacob Crimm, John Crisman, Frederick Crosmen, Friederick Crouse, George Crows, Adam Crum, Jacob Crum, Cuff (colored), Cunrath Cunderman, Frederick Cunderman, John J. Cunderman, Marius Cunderman, Adam Cuntrman, Cunrad Cuntryman, Peter Curtner, John Cypher, Richard Damuth, Bindier Darwind, John Dasler, Henry Deck, Jacob H. R. Defendorf, Richard Demult, Dederick Demuth, Arent Devery, Adam Devy, Nichlas Deygert, Baltus Didenbeck, H. Jacob Diefendorff, Johannes Diefendorff, John J. Diefendorff, John Diefendurff, John Diefendurff, Jr., Dewald Dietrich, Baltus Dilenbeck, Martin Dilenbeck, Antony Dinstman, Denis Dinstman, John Docksteader, Christian Dreisselmann, Frank Dunckel, Nicholas Dunckel, Peter Dunckel, Garrett Dunckell, George Dunkle, John Dunlap, William Dunlap, Jacob Dus Ler, John Dusler, Marx Dusler, Thabolt Dyckert, Sevrinus Dygart, Henry Dygert, Henery Dykert, William Eatkens, Christ Sogel Eckler, Christofel Eckler, Ernest Eckler, Hanos Eckler, Henry Eckler, Henry Eckler, Jr., Johannes Eckler, Lenet Eckler, Pitter Eckler, Christian Ehl, Peter Ehl, Anthony Ehle, Harmanus Ehle, John Ehle, Adam Ehts, Christopher Ehts, John Christ. Ehts, William Ehts, Debois Elfendorf, John Ell, Benjamin Ellwood, Isaac Ellwood, Tobias Elvendorf, Peter Elwood, Henry Embody, John C. Estter, Nichlas Farbus, Johnas Faubele, John Feeble, Andreas Fehling, Henry Feling, Jacob Felling, Nicholas Felling, Peter Felling, John Fetterly, John T. Fetterly, John Fouston, Peter Flack, Alexander Flind, Alexander Flint, Cornelles Flint, John Flint, Robert Flint, John Folkert, Peter Folyg, Johnes Forbush, Isaac Fork, Adam Forre, John Foster, Moses Foster, Peter Fox, William Fox, Stoffel Frantz, Conraed Fretcher, Peter Fuks, Adam Fun, Rudolph Furro, Adam Furry, Isaac Galger, Adam Garlock, George P. Garlock, Jacob Garlock, Philip Garlock, Thadeus Gelly, Henry Gerlach, Gorge Gerlack, Han Christian Gerlack, George W. Gerlock, John J. Givet, Fridrick Givit, Jacob Grim, Jacob Haber, Jacob Haberman, Fredrick Hack, Jacob Haffer, Frederick Hake, Fradrick Hako, Lienert Harning, Adam Haus, Henrick Haus, Peter Haus, Charles Heerway, John Helmer, John G. Helmer, Joseph Helmer, Jost Helmer, Andrew Henry, George Hess, Henry Hess, Joshua Heuth, William Heyntz, George Hicky, Michal Hicky, William Himer, Andrew Hines, Adam Hootmaker, Jacob Hoover, Adam Horning, Dederick Horning, George Horning, John Horning, Lanert Horning, Harman Hous, George House, Jacob House, John House, Joseph House, Jost C. House, Nicholas House, Peter House, Henry Jacob, William Johns,

Adam Jordan, Casper Jordan, Casper L. Jordan, Gasper Jordan, George Jordan, John Jordan, John Peter Jordan, Nicholas Jordan, John P. Jorden, Peter Jorden, Jacob Jung, Thommes Jung, Jacob Jungijo, Jacob Kellar, Andras Keller, Andres Keller, Jr., Felix Keller, Gasper Keller, Jacob R. Keller, Thomas Kelly, John Kelmer, Henry Kerlach, Thomas Kesles, Peter Kessler, Thomas Killy, Ludwig Kling, Johannes Knausz, John Knautz, Pitter Knieskern, George Knouts, Johannes Koemer, Adam Korning, Jacob Kretsinger, George Lambert, Peter Lambert, Peter Lambert, Sr., Peter Lambert, Jr., Peter Lampert, John Lape, Daniel Lappius, Phillip Leeve, John L. Leipe, George Lentner, Fredrick Lepert, Michael Levey, Simon Leyli, Georg Lint, Gorg Lints, John Lipe, John Lipe, Jr., Peter Loucks, Jost Loux, Lawrence Gras Low, Philip Lure, Simon Lurzdemann, Dunkon McCartey, John McCartey, Alexander McFie, John McKillip, Jurry McLonis, Peeter McVagulhen, Henrich Mai, Robert Marten, David Mayby, Joseph Mayby, H. Henry Mayer, Jacob Mayer, Jacob S. Mayer, Matthew Meier, Henrick Meyer, Henrick S. Meyer, Jacob Meyer, Jacob R. Meyer, Johan Henrick Meyer, Solomon Meyer, John Mier, John C. Miler, Conraed Miller, Dionysius Miller, Garret Miller, John Miller, John Monck, Jr., John Monke, James Moone, Pitner Rufus Moos, Henry Morfey, David Moyer, John Moyer, Henry Murphy, Thomas Murphy, Matthias Myer, Dewel Myers, John Myers, Henry Myre, John Myre, Cris John Neles, Rowerd Neles, Willem Neles, Christian Nelles, George Nelles, Gerry Nelles, Henrick Nelles, Henry Nelles, Henry N. Nelles, John Nelles, William Nelles, Gerry Nellies, Henry Nellis, Jacob Nellis, John Netherly, John H. Netherly, John I. Netherly, John Nolgert, Jacob Ohn, Jacob Outerman, Conrad Ovendurff, Ernst Paba, James Parsheall, Jacob Pauly, Michael Phenes, Cunrad Pickard, Adolph Pickerd, Nicholas Pickerd, Conradt Pickert, George Pickert, Tise Pigner, George Plets, Nichlas Plough, John Plunes, George Price, Henry Qollinger, Honter Soct Quackanbos, Isaac Quackenboss, David Quakenbush, Jeremiah Quakenbush, Peter Quakenbush, Gosper Quollenger, Andrew Quollinger, Jacob Radenaer, Jacob Radimour, George Ransier, George Ratnower, Jacob Ratnower, James Reasnor, Willem Reinhartd, Jacob Remer, John Remer, Martin Remer, John Peter Revenshon, William Ribsomer, John Rice, Matteys Riebsomer, John Peter Riverson, Samuel Rodgers, Jonathan Roneons, John Ronnin, Jr., John Roof, John Roseel, John Roth, John Ruff, John Runnins, Sr., John Runnins, Jr., John Sacknar, Henrick Sander, Andony Scheat, Adam Schefer, Martin Schiely, Francis Schimmel, George Schneck, Michael Schneider, Steffan Schreiber, David Schuyler, Jacob Schuyler, John Jost Schuyler, Nicolas Schuyler, Peter P. Schuyler, David Schyler, Jr., Essias Scoulen, Tosseos Scoulen, John W. Seaber, Jacob Seeber, John Seeber, John Seyber, Henry Shall, Adam Sheafer, Henry Sheafer, John Shelly, Dieterich Shimel, George Shireman, Hendrick Shmit, Gottlib Shnyder, Conratee Simmerman, Henery Simmerman, Hendrick Sits, John Sits, Nichlos Sits, Peter Sitts, Blades Sitz, Philip Smidt, Johannes Smith, John Smith, Philip Smith, George Snake, John Snyder, Jacobus Sober, John Spalsbeck, Martinus Sparback, Pearl Sparks, Nicolas Stansell, Philip Steinmetz, George Stensell, Nicoles Stensell, William Stensell, John Stephen, Adam Strawbeck, Fradrick Stroback, Jacob Strobeck, Gosper Sullenger, Andrew Suller, Gosper Suller, Nathan Tailor, John H. Tetterly, Aaron Thompson, John Thompson, Thomas Thompson, William Thompson, Martin Tillenback, (colored) Tom, Peter Tucks, Henry Tulling, Henry Tygert, Daniel Ullendorff, Stephen Ulsever, Bastian Ulzhaven, John B. Uthermark, John J. Uttermark, Johannes Van, Abraham Van Allstine, Abraham C. Vanallstine, Peter Van Allstine, Cornelius C. Van Alstin, Harmans Van Alstin, Cornelius Vanalstine, Cornelius J. Vanalstine, John Vanalstine, John G. Vanalstine, John M. Vanalstine, Martin Vanalstine, Martin A. Vanalstine, Martin G. Vanalstine, Philip Vanalstine, Peter Vanalstyn, Isaac Van Camp, Cornelius Van Campen, Harmanus Van Derwarken, Joshua Vanderwaken, Joshua Van Derwartin, John Van Eaverak, John Van Everen, George Van Slike, Garret Van Slyke, John Van Slyke, Engelhard Wagener, Isaac Waggoner, Jacob Waggoner, George Wagner, Jacob Wagner, Gorge Wagoner, Hannes Wallart, Georae Wallrad, Adolph Wallrate, Frederick Wallrate, Jacob Wallrate, Conraed Wallse, Conraed Wallse, Jr., Jacob Wallse, Jacob Walrad, Henrick Walrate, George Walrath, Henry Walrath, Jacob Walrath, William Walrath, Cunrath Wals, Cunrath Wals, Sr., Cunrath Wals, Jr., Pete Warmood, Petter Warmorte, John Warmuth, Jacob Wath, Peter Westerman, Henry Wiele, Joss Henry Wiele, James Wilson, Frederick Windecker, Nicolas Windker, John Winn, John Wohlgemuth, William Wohlgemuth, Johannes Woldorf, John Wolkemood, John Wollever, Nicholas Wollever, Jacob Woolf, John Wormut, Jacob Wright, Chris P. Yates, Adam Young, Andreas Young, Andrew Young, Christian Young, Christian A. Young, Crist Young, Jr., Frietrick Young, Godfred Young, Henry Young, Henry P. Young, John Young, Joseph Young, Jost Young, Lodwick Young, Peter Young, Robert Young, Thomas Young, Casper Zola.

TRYON COUNTY MILITIA—SECOND (PALATINE DISTRICT) REGIMENT

Colonel Jacob Klock, Lieut. Col. Petter Wagoner, Major Christian William Fox, Major Christopher Fox, Adjutant Samuel Gray, Adjutant Andrew Irvin, Quartermaster Jacob Eaker, Surgeon Johann Gorge Vach.

Capt. John Bradbig, Capt. Severines Cook, Capt. Peter S. Dygart, Capt. John Haselman, Capt. Christian House, Capt. Philip Helmer, Capt. John Hesse, Capt. —— Hoover, Capt. Johanes Kayser, Capt. Severinus Klock, Capt. Rudolph Koch, Capt. Henry Miller, Capt. Nicholas Righter, Capt. Johannes Russ, Capt. John Zilley, Lieut. John Adams, Lieut. Adam Bellinger, Lieut. Harman Brewer, Lieut. Nicholas Coppernoll, Lieut. Richard Coppernoll, Lieut. John Koch, Lieut. Lodowick Nellis, Lieut. Isaac Paris, Lieut. John Schall, Lieut. John Sutz, Lieut. John P. Sutz, Lieut. Hendrick Timmerman, Lieut. John Timmerman, Lieut. Samuel Vanetta, Lieut. John Van Slyck, Ensign George Fey, Ensign

Peter Grems, Ensign Peter Sitz, Ensign Conrath Timmerman, Ensign Nicholas Van Slyck.

Additional Names on State Treasurer's Pay Books

Lieut. John Eigenbroot, Lieut. John Finck, Lieut. William Fox, Lieut. Henyost Scholl, Ensign George Ecker, Ensign George Wagoner, Ensign Nicholas Walrath, Ensign Frederick Zimmerman.

Enlisted Men

Abraham Acker, Peter Adamy, Jacob Apply, John Arkson, John Bacchus, Melgert Bader, Michael Bader, Andrew Bagley, Joseph Bailer, Joseph Baker, Johannes Baldsperger, Peter Balsby, Andrew Balsle, Nicholas Barder, Michael Bates, Samuel Baul, Frederic Baum, Philip Baum, John Bayard, Valentine Bayard, John Bayer, Henry Beacker, John Bealer, Joseph Bealor, Philip Beaum, Henry Becker, Philip Becker, Adam Bellinger, Adam P. Bellinger, Friedrich Bellinger, Peter Beeker, Jacob Beeler, Jacob Beely, Henrich Bellinger, Jost Bellinger, Peter Bellinger, Corse Bicker, Charles Bishelt, Charles Bishet, Charles Bishop, Lorance Blessen, Lorents Blesseus, Andres Bost, George Boush, Christien Braun, Henry Bratt, Jacobus Bratt, John Brewer, William Brewer, William Brower, Jacob Brunner, George Bush, Julius Bush, John B. Buyie, Thomas Calutia, John Candon, John Casselman, Peter Casselman, Barnerd Cayser, Jacob Christman, John Christman, Christian Clapper, Andrew Clapsattle, William Clapsattle, George Claus, Jacob Clements, Henery Coleman, William Conningham, John Conterman, John Coppernoll, William Coppernoll, Jacob Crama, Andreas Cramer, Jacob Cranse, Jost Craus, Jacob Crause, Hendrick Crim, George Crounhart, Georg Crowhart, George Cruysler, Henry Culman, Johannis Cuningham, William Cuningham, John Dackson, Adam David, Joseph Davis, John Deacke Hendrick B. Deacker, Jacob Deavies, Philip DeHarsh, Hendrick Dellenbag, John Dellenbag, Peter S. Deygert, Petrus J. Deygert, Rutderph Deygert, Salvinus Deygert, Sevrines H. Deygert, Soeferinus Deygert, Martin Dillebagh, Henrich Dillenbach, John Dillinbach, Nicolaus Dockstater, Conradt Dum, Melgert Dum, Nicholas Dum, John Dure, Jacob Duslar, William Dusler, George Dygert, Henry Dygert, Peter W. Dygert, Seffreanes Dygert, Jr., Seravinis P. Dygert, William Dygert, William Dygert, Jr., William H. Dygert, Conrad Eading, George Eadle, Hendrick Eadle, George Eaker, Jr., Philip Eaply, Abraham Ecker, Johannes Ecker, Henrich Eckler, John Egenbrode, Peter Egenbrode, Nicholass Eher, William Ehl, Michel Ehll, George Eigenbrade, George Ekar, Nicholas Eker, Isaac Ellwood, Phillip Embie, Johannes Emge, Johannes Emge, Jr., Phillip Emge, John Emphe, Adam Empie, Andrew Empie, Frederick Empie, John Empie, John Empie, Jr., Philip Empie, John Engush, Gottfried Erichman, John Erksen, Jacob Faling, Philip Faling, Michael Feanes, William Feather, Jacob Fehling, John Feling, Jacob Fert, George Fey, Jr., John Filling, Christian Finch, Hanyost Finch, Andrew Finck, Christian Finck, Hanyost Finck, John Finck, William Finck, Jr., Coenrad Fitcher, Henry Flander, Jacob Flander, John Flander, Tenus Flander, Stoffil Fon, John Foneyca, Bartholomew Forbush, Andres Fort, Daniel Fox, Joseph Fox, Peter Fox, William Fox, George Foy, Jacob Frealing, George Frebach, Johann Freihtag, Felte Frelich, Francis Frelich, Jachiob Frelich, Valentine Frelich, J. G. Freytery, Henry Fritcher, Jacob Frolich, Jacob Fry, John Furneay, George Fykes, Philip Fykes, Adom Garlock, John Garrison, Henrich Gerder, Georg Gerlack, Adam Gerlag, Philip Gerlag, Christian Gerlock, William G. Gerlock, Christian Getman, George Getman, Johannes Getman, Peter Getman, Thomas Getman, Frederick Gettman, Henry Ginder, John Glantz, Henray Gorofe, John Graen, Christian Graff, John Gram, John Grant, Adam Gray, Andrew Gray, John Gray, Robert Gray, Samuel Gray, Adam Greay, Andreis Greay, John Greay, Robert Greay, Robert Greh, Hendrick Grembs, John Grems, Peter Grems, Jr., Andrew Grey, Lawrence Gross, Frederick Guywitz, Andrew Habner, Peter Haeman, Hendrick Hainer, Andrew Hallenbolt, Abram Harkimer, Conradt Hart, Daniel Hart, John Hart, Adam Hause, George Hauss, Jacob Hawerman, Henry Hayney, John Heaber, Daniel Headeach, Casper Heer, Johannes Hees, Andreas Heintz, Andrew Hellebolt, Dennis Hellebolt, Tunis Hellebould, Conrad Hellegas, Peter Hellegas, Henrich Hellmer, John Hellmer, Adam Helmer, Lenerd Helmer, Lenerd L. Helmerd, John Helmore, John Helwig, Peter Heoman, Abraham Herkimer, Gerg Herkimer, Nichol Herkimer, Henry Herring, Andreas Hertiss, Christian Hess, Daniel Hess, Henry Hess, John Hess, Frederick Heyney, John Hillts, Peter Hoeman, George Honshield, Adam House, Elias House, Fredrick House, Harman House, Christian Huffnagel, Adam Hutmacher, George Hyney, Christian Janea, William Johnston, Caspar Jordan, George Jordan, Jacob Juger, John Juger, Jacob Jung, Jr., Lutwig Jung, George Kalley, Bertel Kaselman, Johannes Kasselman, John Keaber, John Kearn, John Keasselman, Jr., Peardle Keasselman, Henrich Kees, Peter Keiltz, Anderis Keller, Felix Keller, Kasher Keller, Piter Keller, Thomas Kelley, George Kelly, Beades Kern, John Kern, Michael Kern, Conrath Kessler, Joseph Kessler, Melgert Kessler, Barent Keyser, Hanjost Keyser, Henry Keyser, Michael Keyser, Conrath Kiles, Henrich Kiley, Peter Kills, Conrath Kils, Peter Kils, Adam Kilts, Conrath Kilts, Nichelas Kilts, Peter Kilts, Peter N. Kilts, Philils Kilts, Philip Kilts, George Kim, John King, Adam Klock, George G. Klock, Hendrick Klock, Hendrick J. Klock, Henry Klock, Sr., Jacob H. Klock, John Klock, Joseph Klock, Jost Klock, William Knap, Beadus Koch, John Koch, Rudolf Kock, Jr., Casparus Kock, Jr., Rudolf Koock, John Kramer, Lenard Krause, Johannes Krays, Hendrick Kreams, Henry Krembs, Gotfrey Kramer, John Krems, Leonard Kretzer, Johannes Kring, John Louck Kring, Jost Krouse, Jost Kroust, Philip Kuhl, Carl Kurn, Charley Kurne, Hanyost Kyser, Hendrick Kyser, Michael Kyser, Daniel Labdon, Peter Lambert, Peter Lampman, Garrit Lasher, Gavoet Lasher, John Lasher, Adam Laucks, Adam A. Laucks, George Laucks, Henry W. Laucks, Jacob Laucks, John Laucks, Piter

Laucks, William Laucks, Conrad Laux, Dietrick Laux, Hendrick Laux, Jacob Laux, Peter Laux, Conrath Laver, Conrath Lawer, Jacob Leaning, Garnet Leasher, Christian Leather, John Leather, Christian Ledder, John Ledder, Toyn Lelly, Jacob Lentz, John Lephard, Frederick Lepper, Wiand Lepper, Gerred Leschr, John Lesher, Hendrick Long, Henry Loucks, William Loucks, Adam Loux, Jacob Loux, William Loux, George Lutz, John Lyke, Sr., Duncan McArder, John McArder, James Macknod, Stephen March, Abraham Marinus, Alexander Martin, Philip Martin, Dewalt Mayer, Dewalt Merckel, Peter Merckel, Jacob Merkill, Richard Merkill, Deobald Meyer, Deowald Meyer, Johannes Meyer, John Meyer, Theobald Meyer, Conrad Miller, Garret Miller, John Miller, Philip Miller, Samuel Miller, Thomas Murray, Jacob Myer, Nehr, Andreas Nelles, Gorg Nelles, Henry Nelles, John Nelles, Joseph Nelles, Lodowick Nelles, Peter Nelles, Philibs Nelles, William Nelles, Joseph Nellis, George Nells, Andrew Nestel, George Nestel, Gottlel Nestle, Gottlib Nestel, Henry Nestel, Martin Nestel, Mearty Nestel, Jr., Joseph Newman, Friedrich Osterroth, John Palsperger, Adolt Peaker, Philip Peaker, Joseph Pellinger, Joseph Peters, Michael Phenix, James Philips, Conrad Pickard, Jacobus Pickard, John Pickerd, Adolph Pickert, Hancost Pitry, Johannis Plantz, Christian Plapper, Arent Potman, John Price, David Putman, Jacobus Raisner, Frederick Rapspel, Jacob Rattenaur, John Read, Hendrick Reeder, John Remesnyder, Jacob Richard, Nicholas Richter, Bartholomew Rickerd, Lodowick Rickerd, Jacobus Rickert, Lodowick Rickert, Ludwig Rickert, John Rikert, Johannes Ritzman, John Rob, Andrew Roller, Christian Root, George Ropp, George Rosecrantz, Nicholas Rosekrans, Michael Ruff, George Rust, Hangrist Salbag, John Saltman, George Saltsman, Henry Saltsman, Henrich Schaffer, John Schaffer, Georg Schall, Johannes Schebber, Jacob Scheffer, Peter Scheit, Adam Schnel, Jr., Adam Schnell, John Schuldye, Jr., John Schuldys, Henrich Schuls, Jacob Schuls, Johannes Schultheis, Georg Schultheiss, Hendrick Schultz, Jacob Schultz, John Schultz, John Schulz, Nicolaus Schupp, Philip Seaker, Jacob Seart, Conrad Seeber, John Seeber, Johannes Seelbach, Jacob Serd, John Shaffer, Nicolaus Shaffer, Peter Shait, Johan Yost Shall, Bartholomew Shaver, Jacob Sheffer, Mantus Shiely, Jacob Shill, Peter Shite, Hendrick Shittser, George Should, Hendrick Shouldis, John Shoulds, Jacob Shultis, Henry Shults, John Shultz, William Shultz, George Shutthers, George Seitz, George Sits, Hendrick Sits, Jhames Slutz, James Smeath, Paltes Smit, Baltus Smith, Baltus S. Smith, Bolzar Smith, George Smith, Henry Smith, James Smith, Matthias Smith, Nicholas Smith, Nicholas Smith, Jr., William Smith, George Sneek, Adam Snell, George Snell, Hanickle Snell, Hanyost Snell, Jacob Snell, John Snell, John Snell, Jr., John F. Snell, John J. Snell, John P. Snell, Nicholas Snell, Peter Snell, Sefrinus Snell, Thomas Jacob Snell, John Spalsperger, John Spanknebel, Conreth Spracher, George Spracher, George Spracher, Jr., John Spracher, Conrad Spreacher, George Spreacher, George Spreacher, Jr., John Spreacher, George Spucher, George Spucher, Jr., John Spucher, Rudolf Stall, Jacob Stam, George Stamm, Lawrence Stamm, Adam Staring, Jacob Staring, George Steak, Nicholas Steancle, Jeremiah Stenbey, Nicholas Stencil, William Stencil, George Stenfell, Nicholas Strader, John Straher, William Straub, Nicholas Streeder, Nicklas Streter, Christian Strubel, Christopher Strubel, Peter Sults, Derick Suts, John Suts, Peter Suts, Peter P. Suts, Peter Sutt, Peter Sutz, Richert Sutz, Godfry Syphert, Samuel Teed, Jacob J. Temerman, Jacob Temermen, Adam Tham, William Thousler, Conrath Thum, Nicolas Thum, Heinderick Tillenbach, Nicholas Tilm, John Timberman, Jacob T. Timerman, Adam Timmerman, Christian Timmerman, Conrath L. Timmerman, Hendrick L. Timmerman, Jacob L. Timmerman, John Timmerman, John G. Timmerman, William Timmerman, Samuel Tread, George Tucker, Jacob Tucker, Johannis Tucker, George Tyger, Peter S. Tygert, Daniel Ullendorff, Francis Utt, Nicholas Van Alstine, Marten C. Van Alstyne, John Vanderwerke, Thomas VanDerWerke, William VanDerWerken, Jacobus Van Etten, Samuel Van Lichel, John Van Loon, Adam Van Slick, Copes Van Slick, Nicholas G. Van Slick, Samuel Van Slick, William Van Slick, John Van Slyck, Nicholas Van Slyck, Adam Van Slyke, Jacobus Van Slyke, Samuel Van Slyke, William Van Slyke, Arnout Vedder, Nicolas Voss, Hendrick Wabel, Adam Wafel, George Wafel, Henry Wafel, John Wafel, William Wafel, George Waggoner, Joseph Waggoner, Jost Waggoner, Engelhard Wagner, Adam Walder, George Walder, Adam Wallrath, Hannes Wallrath, Henrich Wallrath, Isaac Wallrath, Nicholas Wallrath Jacob Wallratt, Adolph Walrad, Gerhart Walrad, Jacob Walrad, John Walrad, Peter Walrad, Adolf Walrath, Friterick Walrath, Henrich Walrath, Henry Walrath, Jacob H. Walrath, Christian Walt, Adam Walter, Christian Walter, George Walter, Conrad Waltz, George Waltz, Johan Gerg Walvel, Christian Warmooth, William Warmooth, Nathaniel Warmouth, Peter Warmouth, Peter J. Warmouth, William Warmouth, John Warmud, Jr., Christean Warmut, Mathias Warmwood, Peter Warmwood, Adam Wasel, George Wasel, Henry Wasel, John Wasel, William Wasel, Henry Wassel, William Wassel, George Water, Sefrnus Weack, John Weak, Jacob Weaver, Nickalas Weaver, Nicolass Weber, Andrew Weimer, Andrew Werner, Charles Alexander Werner, Christian Werner, Elexander Werner, George Wessel, George W. Wessel, Nicholas Wesser, Jacob Wester, Nicholas Wezer, John Wick, Michael Wick, Eliser Williams, Elizer Williamson, John Winckel, Nicholas Windecker, Jacob Windeeker, Frederick Windeker, John Winn, Nicholas Woleben, Peter Wolever, Andrew Wormer, Mattis Wormud, John Wormwood, William Wormwood, George Wyles, John Wyner, Christian Yanney, Jacob Yoram, Jacob Yorna, Adam Young, Andrew Young, Christian Young, Gotfried Young, Jacob Young, Jacob Young, Jr., Lodowick Young, Ludwick Young, Nicholas Young, Richard Young, George Yucher, George Yuker, Jacob Yuker, Ludwick Yung, Jacob Yuran, Nicholas Zessinger, Jacob L. Zimman, Christian Zimmerman, Conrad Zimmerman.

TRYON COUNTY MILITIA—THIRD (MOHAWK DISTRICT) REGIMENT

Colonel Frederick Fisher, Lieut. Col. Volkert Veeder, Major John Bluen, Major John Nukerk, Adjutant Peter Conyn, Adjutant John G. Lansingh, Jr., Adjutant Gideon Marlatt, Quartermaster Theodorus F. Romine, Quartermaster Abraham Van Horn, Quartermaster Simon Veeder, Surgeon John George Folke, Surgeon William Petry.

Capt. Amaunniel Degrauf, Capt. John Fisher, Capt. Jellis Fonda, Capt. Jacob Gaerdenyer, Capt. Dirik Hogoboom, Capt. John Littel, Capt. Harmanus Mabie, Capt. David McMaster, Capt. Isaac Marselis, Capt. Gerrit Putnam, Capt. Samuel Rees, Capt. William Snook, Capt. Abraham Veeder, Capt. Andrew Wemple, Capt. John Wemple, Capt. Robert Yates, Capt. Joseph Yeomans, Lieut. Amos Bennet, Lieut. Benjamin Deline, Lieut. Nicklis Dockstetter, Lieut. Christ Ernest, Lieut. William Hall, Lieut. William Lard, Lieut. Gerritt Newkirk, Lieut. Benjamin Oline, Lieut. Josop Printup, Lieut. Francis F. Pruyn, Lieut. Abrahand Quacenbosh, Lieut. Mc. W. Quackenbush, Lieut. Vincent Quackenbush, Lieut. Lorentz Schuler, Lieut. John Snook, Lieut. Isaias J. Swart, Lieut. Garett S. Van Bracklen, Lieut. Thomas Van Horn, Lieut. Peter Van Olynde, Lieut. Derick Van Veghten, Lieut. Henry H. Vroman, Lieut. Peter Yates, Lieut. Peter Yong, Ensign Henry Lewis, Ensign Gideon Marlatt, Ensign Rechrt Potman, Ensign Francies Potman, Ensign Conrad Stone, Ensign Gorg Stone, Ensign Garrett G. Van Bracklen, Ensign Peter Vroman.

Additional Names on State Treasurer's Pay Books

Lieut. David Beverly, Lieut. Jacob Dinghardt, Lieut. Charles Hubbs, Lieut. James McMaster, Lieut. Joseph Prentiss, Lieut. Victor Putnam, Lieut. Myndert W. Quackenbush, Lieut. Francis Reyner, Lieut. Jeremiah Swart, Lieut. William Swart, Lieut. Solomon Woodworth, Ensign Thomas Harrison, Ensign Ephraim Pierce, Ensign Teunis Van Vaughn.

Enlisted Men

John Acker, Gorge Aker, Hendrick Albrant, Henry Albrant, John Algire, William Allen, William Anderson, Coenrad Antus, John Antus, Jacob Any, Ananias Archer, Adam Baker, John Barbat, Isaas Barcly, Thunis Barhydt, Lowis Barkill, Jacob Barnes, John Barnes, Charls Barnhart, John Barnhart, Aron Barns, John Bayer, Jr., Eshemeal Beakemen, Benijah Beddle, John Bell, Matthew Bell, Christian Bellinger, Philip Bellinger, Isaes Berkley, John Berlett, Nicholas Berrey, William Berry, David Beverly, Thomas Beverly, James Billings, John Bodin, Henry Bogards, Henry Bogert, John Booldman, John Boshart, Nicholas Bove, John Bowman, John Breem, John Brewster, John Brothers, Jacob Bun, John Bun, Jeremiah Burch, Thomas Butler, Andrew Cachey, Nathalen Cady, John Cagal, Andrew Caimon, John Caine, Peter Caine, Thomas Caine, Isaac Calyar, John Campbell, Nathaniel Campbell, Samul Campel, Samuel Cane, Andrew Cannan, John Canner, William Carey, John Carrall, Peter Cas, William Catman, Francis Chrasse, Simon Chrisse, William Clark, John Clemant, Lambert Clement, Adam Cline, Reuben Cloes, William Cobon, Andrew Cochran, Petter Cock, Jacob Cogmer, Jacob Cohenut, William Colun, Jacob Colyar, John Colyer, Willim Colyer, James Comrie, Hugh Connelly, James Conner, Joseph Conradt, John Conyne, David Corsaart, Tracis Cossaart, James Cossote, Isaac Coughvenhover, John Coughvenhover, Nicholes Counrad, Abraham Covenhove, Isaac Covenhoven, Peter Covenhoven, Jacob Cownovan, Adam Crackenberch, George Crackenberch, Thomas Crannell, Henry Crans, John Croll, Aaron Cromert, Abraham Cronkhite, Christopher Forn Crook, Benjmin Crossett, John Crossett, Jeremiah Crowley, Herman Crummel, John F. Dachsteter, Frederick F. Dachstetter, Markus Dachstetter, Benjamin Daline, James Dallimthis, John M. Dannel, John Darrow, John Dasinham, Fredrick H. Daukstetor, Isaac Davis, James Davis, Jr., John Davis, Thomas Davis, Max De Eifix, Benjamin Deline, Isick Deline, Ryer Deline, Jacob Diefendorff, Willim Diline, Gerrit Dingman, Jacob Dingman, Peter Dingman, Samuel Dingman, Abraham Divis, George A. Dockstader, John H. Dockstader, Henry H. Dockstater, George Dockstator, Adam Docksteder, Haniskel Docksteder, Nicholas H. Docksteder, Leonhart Dockssteter, Henrich Dockstetter, Nicholas Dockstetter, Robert Dopber, John Doranberagh, Alicksander Doren, David Dorn, John Dorn, Jacob Doron, Mattias Dorp, John Douckssteter, Jacob Doughstedar, Stephen Doyle, Richard Dum, Ebenezer Dunham, John Dunham, James Dunn, John Dunn, John Eargesengar, Jacob Earnest, Elezar Eaten, Ephraim Eaton, Nichel Eel, Andrew Eliot, Jacob Eliot, Joseph Elliot, John Ellis, Jacob Eman, Peter Ener, John Eney, Benjamin England, George Eny, Godfret Eny, Jacob Ernest, Efrim Eten, Elezer Eten, James Eten, Tomes Eten, Adam Eversay, John Eversen, Jr., Willim Farguson, Christian Fars, Charles Ferrel, George Fie, Jr., John Files, Andrew Fine, Frances Fine, Harmanis Fishar, Henry Fishback, John Fisher, Peter Fithpatrick, Adam Fonda, John Fonda, Daniel Forgason, Matthew Forrest, James Fowler, Henry Frakk, Adam Frank, Albart Frank, Andrew Frank, Henry Frank, Francis Frederick, Peter Frederick, Jacob Fredreck, Phillip Fredrick, Ebenezer French, Josuf French, Henry Frenk, Abraham Fuller, Isaac Fuller, Michel Fuller, Henry Gallenger, William Gardenar, Martin Gardener, Abraham Gardenir, Martyn J. Gardinier, Matthew Gardinier, Nicholas Gardinier, Nicholas T. Gardinier, Peter Garsling, John Gerdanell, William Gibson, John Giles, John Goihnet, Owan M. Grace, Jacob Graft, Phillith Grass, John Hagal, Magal Hagal, John Hains, Jacob Hall, John Hall, Peter Hall, William Hall, Jacob Han, Peter Han, James Hanna, William Hanna, Ficktor Hansen, Nicholas Hansen, John Hanson, Richard Hanson, James Hare, Archiball Harpper, Harmanis Harrison, Peter Harrison, Tomis Harrison, Torc Havinser, John Helmer, Marks Henn, John Herring, Sr., Leonard Hird, Georg Hoch, Abraham Hodges, Richard Hoff, Richard Hoff, Jr., Christion Hogoboom, John Hogoboom, Peter Hogoboom, Abraham Holdenbergh, Jams Horn, Mattis Horn, Jacob House, Alexander Hubbs, Charles Hubbs, Addem Hulsbarker, Timothy Hunt,

Edward Hutchson, Joseph Inxale, Andrew Johnson, John Johnson, Robert Johnson, Ruliph Johnson, Witter Johnston, James Jones, Harmanus Jones, Richard Jones, David Juman, John Jurry, Hanry Kartright, James Keech, Jorge Keech, Jacob Keelman, Jacob Keith, Nicolas Kell, Jacob Keller, Peter Kelly, Robert Kenneday, James Kennedy, Ephraim Ketcham, Henry Kiley, John Kitts, John Kitts, Jr., John Kline, Martin Kline, Samul Lacess, Daniel Lane, Jacob Lane, Rechert Lannen, John Lapper, David Lawis, David Leets, James Lenardson, John Lenardson, Timothy Lenardson, William Lennes, John Lever, Adam Lewis, David Lewis, Jr., Frederick Lewis, John Lewis, William Lewis, Richard Leyd, Jacob Leypert, John Liddel, Mighael Lincompetter, John Link, John Linox, Daniel Loyde, Peter Mabee, Daniel McArthur, Donald McArthur, Duncan McArthur, John McCallum, Thomas McClumpha, Findlay McCollam, William McCredy, James McDonald, Nicholas McDonald, Christopher McGraw, Danel McGraw, Dennis McGraw, John McGraw, William McGraw, Dainnel McKenney, Hugh McMaster, James McMaster, Robert McMaster, Thomas McMaster, Petar McNaughton, William McRadey, James McTaggert, Willem Mambt, Hugh M. Manness, Michael Marlat, Abraham Marlatt, Gideon Marlatt, John Marlatt, Thomas Marlatt, John W. Martin, Peter M. Martin, Philip Martin, John Mashel, Jacob Mason, John Mason, Jacob Mayer, Jacob Mayer, Jr., Thomas Mears, John Melone, Henry Mets, William Meurinus, Adam Miller, Fredrick Miller, Gorge Miller, James Miller, Jillis Miller, Johan Miller, Alexander Milloy, Willam Montek, Peter Montgomry, Jacob Moon, Conrad More, John More, Joseph Mount, Samuel Mount, Barrant Mower, George Mower, Henry Mower, Gorge Murdorph, David Murray, John Musner, George Myers, Peter Myers, John Nave, John Nelley, Garrit C. Newkerk, Abraham Newkirk, Garret Newkkerk, Jacob Nukerck, Daniel Ogden, Sr., David Ogden, Ulrich Panter, Francis Pater, Adam Patteson, Ephraim Percy, Joseph Peters, Joseph Peters, Jr., John Pettengell, Henry Pettingell, Jacob Pettingell, Joseph Pettingell, Samuel Pettingell, William Pettingell, Abraham Phileps, Henry Philes, Henry Philips, Phillip Philips, James Philipse, Volkert Philipse, Jacob Phillips, John Phillips, Lewis Phillips, William Phillips, Hermanis Phillipsa, John Phillipsa, John Pickes, Adam Plank, John Plank, Thomas Polmanter, John Polmateer, Willem Polmateer, Aaren Potman, Adam Potman, George Potman, Hendrik Potmon, Daniel Prentes, John Prett, David Prime, Henry Prime, Petter Prime, Luis Prine, William Printup, John Pruime, John Pruyn, Henry Pruyne, Cornelys Putman, Jr., David Putman, Factor Putman, Fredrick Putman, Hanry Putman, Jacobus Putman, John Putman, Lewis Putman, Lodiwik Putman, Victor Putman, William Putman, Daniel Pyrune, John Quack, Petar Quack, Willem Quack, Abraham Quackenbush, Jr., David Quackenbush, Isaac Quackenbush, John G. Quackenbuss, Nicholas Quackinboss, Charles Redy, Conrad Reed, Samul Renins, Jonathan Richardson, Henry Riker, Samuel Rinyens, Robert Roberson, George Robeson, Joseph Robison, Abraham Roelofson, John Rogers, Samul Rogers, Samuel Roges, Ausmus Rombough, Theodorus F. Romeyn, Abraham Romien, Nicholas Romien, John Runyans, Henry Runyens, Henry Rury, William Rury, Jacob Ruse, John Salsbury, Frederick Sammons, Thomas Sammons, Frederick Sammore, Philip Saron, Frederick Sarvis, Richart Sarvis, William Scarbury, John Schaffer, Thomas Schoonmaker, Joseph Schot, Dewald Schrambling, Henry Schramling, Lorentz Schuler, Joseph Schuts, Joseph Scoot, James Scott, Joseph Scott, Hugh Semple, Samuel Semple, Christian Serves, Philip Servies, George Serviss, Christian Servos, John Servos, Tomis Shaddack, Jams Shaddock, James Shaffer, Jacob Sharpenstine, Abraham Shasha, William Shasha, Butler Sheham, Fredrick Shelp, Godfrey Shew, Henry Shew, Jacob Shew, John Shew, Stephen Shew, Christian Shilip, Frederick Shilp, Tomes Shinner, George F. Ship, Rudolph Shoemaker, Thomas Shoemaker, Tomis Shoemaker, Christayane Sillebach, John Sillibig, Hincrist Sillibogh, Henry Simpson, Nicholas Simpson, Adam Sixbarry, Cornelus Sixbary, Bangnen Sixberry, Cornelius Sixberry, Jr., John Skinner, Martinis Slack, Harmanus Smith, Henry Snook, Adam Snyder, Willam Southwoth, Aaron Spencer, Jonathan Spencer, Nathan Spencer, Nicolas Spoor, John Spore, Micheal Stabits, Gorg Stale, Henry Staley, Joseph Stall, Roulof Stalye, Frederick Starin, John Starin, Joseph Staring, Adam Starn, Philp Starn, Amasa Stephens, Christiana Sterman, Neckliss Stern, Christian Sternberg, Jacob Sternbergh, Joseph Sternbergh, William Stine, Jacob Storme, John Strail, William Stuart, Peter Stung, Benjamin Swart, John Swart, Tunes Swart, Walter Swart, Marsster Sylmur, Jacob Tanner, Hermanus Terwilliger, James Terwilliger, John Thelm, James Thompson, Christian Timmerman, Michael Tims, Joseph Tontill, Michael Tyms, Burnt Ulman, Johanes Ulman, Leonard Ulman, Isack Vadder, John Vaghte, Jacob Van Allen, Jacob Van alstene, Gilbert Van Alstin, Abraham Van Alstine, Cornelius Van Alstine, Isaac Vanalstine, John Vanalstine, John Vanantwerpen, Sr., John Van Antwerpen, Jr., Alexander Van Bracklen, Garret G. Van Bracklin, Malkert Vanbrakel, Gisbert Van Bralan, Willim Van Darwark, Benjamin Vandelinder, Albert Vanderwerken, Gasper Van Derwerkin, Harpert Van Deusen, Abraham Vandeuson, Thomis Van Dewarck, John Van Dewerkin, Gilbert Van Duzen, Mathu Van Duzen, John Van Eps, Peter Van Geyseling, Cornelius Van Horn, Henry Van Horn, John Vanhorn, Albert Van Husen, Benjamin Vanolinde, Benjamin Van Olinden, Jacob Vanolynde, Cornelius Van Sice, Ryneer Vansickler, Nechless Vanslick, Jelles Van Vorst, Jelles Van Wurst, Albert Vedder, Abraham Veeder, John J. Veeder, Cornelius Veeder, John Veeder, Albert Ven Husen, Benjam Venolinde, William Vinter, Henry H. Vroman, Simon Vroman, Henry B. Vrooman, Isaac Vrooman, John J. Vrooman, Peter Vrooman, Adolphus Walrath, Cornelius Wampal, Handrick Wampel, John Wample, William Wample, Andrew Wart, Matise Wart, John Weart, Nicholas Weaver, Peter Weener, Sammul Weks, Barent Wemple, John T. Wemple, Myndert Wemple, Nicholas Weser, Christian Wile, Nicholas Wiley, Daniel Williams, Aliner Willson, John Willson, Abner Wilson, Andrew Wilson, Samuel Wilson, John Wiser, Leonord Witbeke, Isaac Wheeler, Henry Whiler, Edward White, William Wood, Abraham Woodcock, John Wood-

cock, Peter Woodcock, ——— Woodworth, Selah Woodworth, David Wright, Christian Yanney, Henry Yanney, Jacob Yoran, Peter Yost, George Young, Lodowick Young, William Young.

TRYON COUNTY MILITIA—FOURTH (GERMAN FLATS DISTRICT) REGIMENT

Col. Peter Bellinger, Adjutant George Demuth, Quartermaster Peter Bellinger, Jr.

Capt. Hans Mark Demuth, Capt. Frederick Frank, Capt. Frederick Gettman, Capt. Henrig Herder, Capt. Henry Huber, Capt. Michael Ittig, Capt. Jacob Small, Capt. Henrich Starring, Lieut. Patrick Campbell, Lieut. Hannes Demuth, Lieut. Timothy Frank, Lieut. George Helmer, Lieut. Jacob Myer, Lieut. John Smith, Lieut. Gorg A. Weber, Lieut. Peter Weber, Ensign Hannes Bellinger, Ensign John Mayer, Ensign Jacob Petry, Ensign Adam A. Starring.

Enlisted Men

Frieterich Ahrendorff, Piter Ahrendorff, Peter Ahrentarff, Gorg Ahrentorff, Archibald Armstrong, John Armstrong, John Badcock, Breih Balthaser, Ichabod Bany, Adam Bauman, Frederick Bauman, Georg A. Bauman, Jacob Bauman, Johannes Bauman, Nicolas Bauman, Stophel Bauman, Henrich Becker, Jacob Beffer, G. Henry Bell, Jacob Bell, Nicolaus Bell, Thomas Bell, Frederick Bellinger, John Bellinger, Peter Bellinger, Peter B. Bellinger, Peter P. Bellinger, Stoffel Bellinger, Catren Bendel, Jacob Bender, Frans Benrich, Jacob Bercki, Peter Berckie, Frantz Berdrick, Lutwig Bersh, Rudolph Bersh, Jacob Beshar, Jacob Betrer, Ichabod Bonny, Adam Bouman, Frederick Bouman, Nicholas Bouman, Balthass Breidenbucher, Baldes Breidenbue, Jacob Brothack, Bartholomay, Brothak, John Brothock, Peter Burcky, Sr., Jacob Burti, Jacob Byrky, Peter Byrky, John Campbell, Ludwig Campbell, Patrick Camples, Conrad Casler, Jacob Casler, Jr., Jacob H. Casler, Jacob J. Casler, John Casler, John T. Casler, Nicholas Casler, Peter Casler, Malger Caslor, John Chitter, Thomas Chokin, Frederick Christman, Fritrich Christman, Jacob Christman, John Christman, Nicholaus Christman, Andrew Clapsattel, William Clapsattle, Jacob Clements, Philip Clements, John Clenicum, William Cline, Thomas Cochen, Dome Coken, John Colsh, Sr., John Colsh, Jr., Willem Conneghem, George Corrol, Fauet Cox, Fesser Cox, Jacob Cram, Hanry Crantz, Jacob Cremm, Jacob Cristman, Wiliem Cunicum, John Cunningham, Jacob Dabush, Georg Dachsteter, John Dachsteter, Piter Dachsteter, —— Davis, George Davis, John Davis, Peter Davis, John Dawie, William A. Daygert, Chrisdian Deisellman, Marx Demote, Diterich Demuth, John Demuth, Marx Demuth, Hannes Dinges, Jacob Dinus, Melger Dom, Jacob Dunuss, Frederick Edie, Stephen Eiseman, Gorge Etig, Morse Etigle, Johannes Eyseman, Steffe Eyseman, Jacob Feelis, John Finster, Pitter Flack, Peter Flock, Thomas Follick, Christian Folmer, Conrad Folmer, Thomas Folmer, William Folmer, Conrath C. Fols, Georg Fols, Jacob Fols, Melger Fols, Peter Fols, Conrad Folts, Jost Folts, John Jost Foltz, Friederich Fox, John Fox, Henry Frank, John Frank, Henrich French, Hannes Fux, Conrad Getman, Frederick Getman, Frederik Gettman, Jr., Petter Gettman, Peter Gortner, Adam Harlam, Adam Hartch, Adam Hartman, Peter Hatz, Georg Hayer, Martin Hebrissen, John Heller, Frederick Helmer, Frederick A. Helmer, Philip Helmer, John Hendert, Jost Herchmer, Abraham Herckmer, John Herkemer, George Herkimer, Nicholas Herkimer, John Herder, Lorens Herder, Niklas Herder, Frederick Herter, Jr., Lawrence Herter, Lorens Herter, Lorens F. Herter, Lorens N. Herter, Lorens P. Herter, Nicolas Herter, Nicolas F. Herter, Philip Herter, Philip F. Herter, Conrat Hes, Morten Hesler, Augustinus Hess, Christian Hess, Conrad Hess, Fridrik Hess, George Hess, John Hess, George Heyer, George Frederick Heyer, Peter Heyer, Georg Hils, Hanness Hils, George N. Hilt, John Hilts, Georg Hiltz, George Hiltz, Jr., George G. Hiltz, George N. Hiltz, Gotfrid Hiltz, Hannes Hiltz, Laurence Hiltz, Nicolas Hiltz, Christian Hochstrosser, Christian Hoffstader, George Hoyer, Gorg Friederich Hoyer, Peter Hoyer, John Huber, Martin Hyser, George Itig, Marck Itig, Christian Ittig, Conrath Ittig, Frieterich Ittig, Jacob Ittig, Jacob J. Ittig, George Karle, Frederick Kast, Nicolaus Keller, John Kelsch, Sr., John Kelsch, Jr., Hannes Kesler, Nicholas Kesler, Conrat Kesslar, Jacob John Kesslar, John Kesslar, Jacob Kessler, Jacob J. Kessler, John P. Kessler, Johney Kessler, Joseph Kessler, Melger Kessler, Georg Kiltz, Laurants Kiltz, Jost Koch, Michel Krans, Henrich Krantz, Jacob Kreim, Michael Kuran, Nichlas Kyler, —— Lantz, Abraham Leithal, Jacob Lentz, John Lentz, John Lentz, Jr., Peter Lentz, Nicholas Lighthal, George Lighthall, Abraham Lithall, Jeams Macnod, James McNutt, John Manderback, Nicklas Mauyer, Matthias Mayel, Frederick Mayer, Henry Mayer, John Mayer, Joseph Mayer, Mates Mayer, Michel Mayer, Nicolas Mayer, Piter Mayer, John Meller, Fette Miller, Henrich Miller, Johannis Miller, John Miller, Sr., John Miller, Jr., Nicolaus Miller, Valentine Miller, Hanry Millor, Jacob Molter, Peter Molter, Frederick Moyer, Hanry Moyer, Joseph Moyer, Margeris Moyer, Peter Moyer, John Muller, Jacob Multer, Piter Multer, Hannes Munterba, Josaph Myer, Michel Myer, Johannes Myndnbach, James Nahs, Schims Nesch, Benjamin Newkerk, Georg Ogt, Frederick Ohrendorph, Sr., Frederick Ohrendorph, Jr., George Ohrendorph, Peter Ohrendorph, John Osterhout, Johannes Osteroth, John Osterttout, Marx Pedery, Ditrich Pedri, Jacob Peifer, John Pesausie, John Marx Petrey, Daniel Petri, Jacob Petri, Johannes Petri, Joseph Petri, Marx Petrie, Diterich Petry, John Petry, John M. Petry, Jost Petry, Andrew Phyfer, Jacob Phyfer, Antoore Piper, Jost Piper, Georg Rabold, John Rasbach, Godfray Regel, George Remah, Christian Rickel, Georg Riema, John Riema, John Riema, Sr., Frederick Rigel, Johannis Rima, Jr., John Rima, Sr., Hannes Rimer, Nicolaus Rosekrantz, John Ryan, Christian Schell, Johannes Schell, Georg Schenck, Georg Schieff, Friedrich Schmid, Adam Schmit, Frederick Schmit, George Schmit, John Schmit, Jost Schmit, Peter Schmit, John Schumacher, Stoffel Schumacher, Wiliem Schut, Isack Seimer, Fredrick Shall, John Shell, Christopher Shoemaker, Frederick Shoemaker, Hanjost Shoemaker, John Shoemaker,

Jost Shoemaker, Thomas Shoemaker, Frederick Shute, William Shute, Gesom Simer, John Smith, Nicholas Smith, William Smith, George Sneck, Nicklas Spon, Werner Spoon, Attam Stahring, Sr., George Stahring, Gorge Stale, Adam Staring, Adam J. Staring, Conrat Staring, Henrich Staring, Margred Staring, Nicklas Staring, Peter Staring, Nicholas Starring, Sr., Nicholas N. Starring, George State, Ditrick Steal, Adam Steale, Ditterich Stehl, Adam Stering, Stoffel Straubel, Christoph Strobel, Jacob Tinis, John Tinis, Peter Gorg Usner, Jacobus Van Slyck, George Weaver, Nicholas Weaver, Jr., Nicholas H. Weaver, Nicolas G. Web, Frederick Weber, Frederick Weber, Jr., Frederick G. Weber, George Weber, George Weber, Jr., George F. Weber, George M. Weber, Jacob Weber, Jacob Weber, Sr., Jacob G. Weber, Jacob J. Weber, Jacob N. Weber, Johannes Weber, Michel Weber, Nicolas Weber, Nicolas G. Weber, Nicholas H. Weber, Peter Weber, Henry Wederstine, George Wents, Henry Widerstein, Jacob Widrig, Michael Widrig, Georg Witerig, Conrat Witrig, Henrich Witterstein, Abraham Wohleben, Abraham Wohleber, Jacob Wohleber, Pitter Wohleber, Jacob Woleben, Johannes Wolff, Peter Wolleben, Abraham Wollerver, Niclas Won.

TRYON COUNTY MILITIA—FIFTH REGIMENT.

Officers

Colonel, John Harper; Major, Joseph Harper.

(No enlisted men found).

TRYON COUNTY MILITIA—BATTALION OF MINUTE MEN

Officers

Colonel, Samuel Campbell; Captain, Francis Utt; Lieutenants, Adam Lipe, Jacob Matthias; Ensign, William Suber.

Enlisted Men

Christian Ayle, Peter Ayle, William Ayles, William Bellinger, Adam Bohall, Simon Bydaman, Counradt Countreyman, John Countreyman, John Cramer, George Crows, David Dedrick, Nicholas Duncle, Peter Duncle, Gerrit Dunkle, Michal Endler, Henry John Felling, Henry Nicholas Felling, Peter Felling, John Flock, Henrey Harld, George Hickey, William Jones, Adam Jordan, Casper Jordan, George Jordan, John Jordan, Andrew Keller, Adam Kerlack, George Kerlack, Thomas Kesler, John Kessler, Benjamin Korey, Daniel Lapp, John Lipe, Deonyceons Miller, John Netherly, John Netherly, Jr., John B. Othermark, George Plats, Hendrick Schall, John Schall, Matthyas Schall, Henry Scrembling, David Scremling, Jacob Seeber, Nicholas Stansel, John Steffan, John Truax, Bastian Ulshaver, George Wahadt, William Walradt, Peter Westerman, Henry While, Youst Henry While, John Woulkermouth, John Wourmuth, Peter Wourmuth, Jacob Young, John Young, Peter Young.

TRYON COUNTY MILITIA—ASSOCIATED EXEMPTS

Officers

Captain, Jellis Fonda; Lieutenants, Zepheniah Batcheller, Abraham Garrason; Ensigns, Samson Sammon, —— Lawrance.

Enlisted Men

John Algyre, Thomas Allin, Johannis Alt, Duncan Anderson, Samuel Ansley, Jacob Antes, William Barmore, Guilbert R. Barry, Jacob Bashan, Jonathan Benson, John Bickle, Jacob Boshart, Heinrich Boss, Baltus Bridelburgh, Robert Brook, Angus Cameron, Jacob Cochnet, Richard Collins, Edward Conner, Conrate Cratchenberger, John Creesy, Jacobes Cromel, James Cromnel, Benjamin Crossett, James Crossett, Conrad Crotchinbrge, Jeremiah Crowley, Marx Dachstetter, Nicholaus Dachstetter, Frederick Dochstader, John H. Dockstader, David Dop, Richard Dunn, John Ecker, Ensign Lawrance, Adam Eversas, Adam Everson, John Everson, Jacob Fey, Mattgred Finck, Adam Fonda, John Fonda, Barent Frederick, Henry Frichert, Henry Froman, George Fyes, George Fyles, Jacob Graft, John Hall, William Hall, Barent Hanson, Richard Hanson, Johannes Hardle, John Herring, Johannes Hover, Nicholas Hower, Androw Johnson, Henry Kelder, John Kelder, Johannes Kilts, Crownidge Kinkead, Jacob Kitts, Moses Krose, Johannes Ladde, Timothy Lenardson, John McCollum, John McDonald, John McDonnel, Robert McGlashen, Duncan McGrigor, John McIntire, John McKenny, Duncan McKerque, John McKinney, Hugh McManus, Duncan McMarlinger, Duncan McMarten, Daniel McVain, Mark Marlatt, John Marseles, Jeremiah Mason, Henry Michard, John Mickle, Philip Miller, Steven Momtrute, John Morgan, John Morger, Michael Myers, Joseph Nanes, Johannes Nest, Daniel Perine, David Perine, George Phile, Abraham Philips, William Philips, John Plants, James Platto, France Poter, Cornelius Putman, David Quackenbush, John Remise, John Reyer, John Rickle, Johannes Rightmyer, James Roase, John Robertson, Adam Ruport, D. Ruport, Hendrick Rykert, Henry Ryer, Jacob Sammons, Georg Friderick Schieb, Michel Schwob, Henry Seeber, George Shanck, Nicholas Shaver, Georg Friderick Sheep, George Shew, Steven Shew, Hanjost Shewmaker, William Shoeman, Cornelius Sixberry, Arent Smith, Conradt Smith, Cornelius Smith, Daniel Smith, John Smith, Robert Snell, Jacob Staly, John Staring, Jacob Stealy, Nicholas Stoner, Harmanis Terwillegen, John Vactor, Cornelius A. Van Alstine, C. V. Van Alstyne, John Van Antwerp, Gysbert Van Bracklen, Nicholas Van Bracklen, Johannis Vanderwerke, Albert Vanderwerkin, Melgert Vandesen, Jacobus Van Deusen, Matthew Van Deusen, Class VanDewarkin, Jacob Van Dewerken, Henry VanDewerker, Charles Van Eps, Evert Van Eps, John Van Zelen, John Vorhis, William Wallace, Johannes Wallrad, John Walters, John Well, Barent Wemple, Hendrick Wemple, Thomas Whitekar, John Wilson.

TRYON COUNTY MILITIA—RANGERS

Officers

Captain, John Winn; Lieutenants, Lawrence Gross, Peter Schremling.

Enlisted Men

Peter Adamy, Lewis Andrews, John Anthony, William Atkins, Adam Bellinger, James Bratt, George Bush, William Bush, Nicholas Christman, John Cogdon, Johannes Countryman, John Dingman, Henry Embody, Adam Franck, Joseph Freeman, Conradt Fritsher, James Gueenall, James Hamilton, Thomas Hayes, Josiah Heath, Peter Hellegass, Godfried Helmer, Burent Hornung, Elias House, George House, Johanjost House, John House, Joseph Jackson, Richard Johnston, John Kaach, Samuel Kennedy, Johannes Kesslaer, William Kook, Johanjost Kremer, Abraham Kronckhite, Peter Lampford, Sr., Peter Lampford, Jr., Ezekiel Leathers, Fredrick Lepper, Jacob Liewry, Thomas Llump, John McCollum, John McDonnald, Felix Mackly, John Maybee, Christian Nellis, William Nellis, Daniel Ogden, John Pickerd, Adam Price, Francis Reebsamen, Johannes Reebsumen, Jacob Roader, William Roorey, Josiah Scotten, Fredrick Seger, Christian Shillip, Gonlieb Snyder, Johannes Snyder, Nicholas Stensell, William Stensell, Samuel Stevens, Conradt Styne, Jacob Timmerman, Gershom Van Der Warke, James Vander Warke, George VanSlyck, Jacob Weaver, Richard Young.

TRYON COUNTY MILITIA—RANGERS

Officers

Captain, Christian Getman; Lieutenants, James Billington, Jacob Sammans.

Enlisted Men

Joshua Agin, Michel Biller, John Box, John Brame, John Canton, Samuel Coplin, Adam Coppernol, Richard Coppernol, Leonhart Cratzer, John Crum, John Dop, William Earl, Jacob Empie, Jacob Fishbock, Hendrick Flander, John Flune, Felter Fralick, Richard Freman, Jacob Fry, Isaac Fuller, Michel Fuller, Thomas Getman, John Hails, Conrad Hart, Daniel Hart, George Hawk, Abraham Hodges, Fredrick Hoyney, George Hoyney, John Hulser, Christian Jenne, William Karin, William Kind, Ludwick Kring, Johanes Kufe, Christian Leather, Johanes Leather, George Loux, Johanes Miller, Cornelius Mills, Philip Phillips, Jacob Rickard, George Saltsman, George Saltsman, Jr., Hendrick Shafer, John Shuell, Peter Shuell, Bolzer Smith, John Smith, Johanes Spankrable, Jacob Storing, Nicholas Strader, Johanes Sutes, Jacob Tusler, John Vananwarp, Hendrick Vanderworkin, John Vanderworkin, Martin Vanderworkin, Hendrick Vrooman, Minehart Vrooman, Christion Walliser, Nehemiah Williams, Christian Wormwood, Johanes Wormwood.

TRYON COUNTY MILITIA—RANGERS

Officers

Captain, John Kasselman, Lieutenant, John Empie; Ensign, George Gittman.

Enlisted Men

John Backer, Adolph Bickerd, Jacob Dusler, John Empie, Coenrad Ettigh, Jacob Fry, Peter Gittman, Daniel Harth, George Haynes, Andrew Hortigh, Peter House, John Kasselman, Leonard Kretzer, Henry Kulman, John Shuell, Henry Smith, William Smith, Nicholas Strater, Christian Tillenbach, John Vander Werke, Adam Walter, Christian Walter.

ALBANY COUNTY (SCHENECTADY TOWNSHIP) MILITIA—SECOND REGIMENT

Officers

Colonel, Abraham Wemple; Majors, Abraham Swits, Myndert M. Wemple; Adjutant, John Van Drussen; Quartermasters, Gerritt G. Lansing, Mydert Wemple; Captains, Thomas B. Bancker, Jellis Fonda, John Mynderse, Abraham Oothout, Jacob Schermerhorn, Abraham Van Eps; (Company Exempts), John Van Petten, Jesse Van Slyck, Gerrit S. Veeder, Thomas Wasson; Lieutenants, Nicholas Barheydt, Jellis A. Fonda, William Moore, Jacobus Peek, John Roseboom, Jacob Sullivan, John Thornton, Daniel Toll, Andries Van Petten, Cornelius A. Van Slyck, Philip D. Van Vorst, Arent S. Vedder, Francis Vedder, Philip Vedder, Gerritt S. Veeder, Jr., Walter Vroman, Lawrence Vrooman, Myndert A. Wemple, Jellis Yates, Nicholas Yates; Ensigns, Teunis Swart, Abraham J. Traux, Cornelius Z. Van Santvoord, Myndert R. Wemple.

Additional Names on State Treasurer's Pay Books.

Lieutenants, Robert Alexander, Robert McMichael; Lieutenant, John B. Vrooman; Ensigns, Alexander Crawford, Fram'r Schermerhorn.

Enlisted Men

Alexandee Alexander, Robert Alexander, Sandy Alexander, William Alison, Evert Ament, Gerret Arkson, Lent Atlass, Abraham Aylworth, Garrit Baker, Jacob Balie, Cornelius Barheydt, Jacob Barheydt, John Barheydt, Lewis Barheydt, Cornelius Barhout, John Barhout, Tunes Barhydt, James Barhyt, John Barop, Andrew Barope, Thomas Barope, Daniel Bartley, Micel Bartlie, John Basteanse, John Basteyan, John Bastien, John Bayrop, Jelles Beath, Roberth Beath, Thomas Beath, Gerret Becker, Lewis Berherdt, Tunes Berhydt, Jacob Bersleder, Mykel Bertie, Thomas Bete, Jelles Beth, Robert Beth, Robert R. Betts, Abraham Boice, James Boice, Richard Bond, Samuel S. Bot, Nicholas Bovee, Abraham Bovie, Isaac Bovie, Israel Bovie, Frederick Bowman, Abraham Boyce, James Bradford, Aaron A. Bradt, Anthony D. Bradt, Aphrieam Bradt, Arent A. Bradt, Arent S. Bradt, Aron Bradt, Charles Bradt, Cornelius Bradt, Elias Bradt, Ephraim Bradt, Gerret Bradt, Jacobus Bradt, Jacobus A. Bradt, Jacobus S. Bradt, John Bradt, John S. Bradt, Mindart Bradt, Samuel Bradt, Samuel S. Bradt, John Bragham, Joseph Braghom, Symon Braghom, Arent S. Brat, Aphreim Brath, Abraham Braun, Antony Breat, Henry Brewer, James Broadford, John Broghom, Symon Broghom, Hendrick Brouwen, Ritchart Brower, Abraham Brown, Arent Burns, David Burns, Abraham Buys, James Buys, Barrent Cain, Peter William Caine, Warrant Caine, Daniel Campbell, John Canaday, Jr., Henry Carl, William Carl, Henry Cartright, Jr., John Cartright, Henry Carty, Jr., John Cassedo, Thomas Catlet, Henry Caurl, John Caurl, William Caurl, Abraham Celder, Thomas Cessler, Alexander Challon, John Channel, Thomas Channel, Alexander Channon, Robert Channon, Thomas Channon, John Charlo, William Charlo, Handrick Charloe, Handrick

Charloe, Jr., Henry Charls, Tobias Charls, Asswerus Christeanse, Isaac Christianse, William Cilker, Daniel Cittle, David Cittle, John Cittle, Henry A. Clark, Matthew Clark, Arent Clement, Eldert Clement, Johannes Clement, John Clement, Peter Clement, Jacob Clut, John F. Clut, Bartholomew Clute, Daniel Clute, Frederick Clute, Jacob Clute, Jacob P. Clute, John Clute, John B. Clute, John Curtis Clute, Isaac Clute, Peter Clute, Petrus Clute, John Combs, John Commens, Adam Condey, Simon Connor, Manuel Consale, David Consalus, David Consaul, Manual Consaul, John Corl, Wessel Corneel, Daniel Cornue, Wassel Cornue, William Covle, Joseph Craneford, John Crawford, Joseph Crawford, Isaac Cristeionse, John Cronshorn, John Cummings, Adam Cunde, John Cuyler, Abraham Daves, Abraham Davis, John Davis, John De Evart, Thewes De Garmo, James Degelen, James Degeler, Jr., Joseph Degollian, Jesse D. De Graaf, Connels De Graf, Abraham De Graff, Andrew De Graff, Jesse De Graff, John De Graff, John N. De Graff, John N. De Graff, Jr., Simon De Graff, William De Graff, Symon Degrauf, John N. De Grave, James De Gullia, James De Gullia, Jr., Joseph De Gullie, Abraham Dellemont, Hendrick Dellemont, Hendrik Dilleno, Abraham Dorn, John Dorne, Abraham Douw, John Duncan, Jr., John Eemqie, Samuel Elkson, James Ellice, Abraham Elsworth, Eldert Ement, William Ennie, Bertram Ensil, Garret Erkson, Henry Erkson, William Erkson, Andrew Falbush, Jonas Falbush, Caleb Farlies, Caleb Farly, John Feldhousen, John Fermain, John Ferman, William Flansbury, Benjamin Folger, Thomas Folger, Thomas Folgier, Jelles P. Fonda, John Fort, John D. Fort, Thomas Foulger, David Frank, John Fransway, David French, William Gardner, Isack Glen, Jacob Glen, John Glen, John S. Glen, Charles Gorden, Robert Gorden, William Gorder, Joseph Gordon, William Gordon, Andrew Grag, James Grag, Andrew Gregg, Abraham Groat, Abraham C. Groat, Andrew Groat, Cornelius Groat, Simon Groat, Amos Groot, Simon Groot, Simon C. Groot, Abraham Grot, Abraham A. Grot, Cornelius Grot, Abraham C. Grote, George Hackney, Harmanus Hagadorn, John Hall, John W. Hall, Nicholas Hall, William Hall, Alexander Hanna, Alexander Hannon, Peter Hare, Samuel Harnel, Samuel Harner, Peter Hars, William Harsey, John Harsford, Dockter Hase, Joseph Heddrington, Abraham Hedget, Joseph Hedrengton, Henyost Helmer, Peter Hendrick, John Henry, George Hoopole, John Horsford, John George House, Peter House, John Hughan, Sybrant Hydenburgh, Ezra Jettle, Abraham Jonsing, John Kaneday, Samuel Kaneday, Alexander Kannady, John C. Kannel, John Kees, Abraham Kelder, John Kennedy, Samuel Kennedy, Joseph Kinsley, John Lambert, Abraham G. Lansing, Cornelius Lansing, John C. Lansing, John G. Lansing, Gerrit Lansing, John Lansingh, John C. Lansingh, William Lewes, John Lewis, Abraham Lighthall, Abraham W. Lighthall, George Lighthall, Nicholas Lighthall, Thomas Littel, David Little, Duncan Littlejohn, Jacob Lonpart, Abraham Lonsing, Jacob Luypart, Abraham Lythall, Abraham W. Lythall, William Lythall, David Lytle, John Maap, Robert Mab, Cornelius Mabee, John Mabee, John Mabee, Jr., Peter Mabee, Albert Mabie, Arent Mabie, Cornelius Mabie, John Mabie, John J. Mabie, Patrick Mabie, Peter Mabie, Aron Mabis, Cornelius Maby, John McBane, James McCallome, Alexander McCanel, John McCartes, John McCarty, William McCarty, James McCew, Samuel McCnut, James McColm, James McDarmont, James McDarmouth, James McDermid, Duncan McDougall, John McEarley, Andrew McFarlin, Andrew McFarlind, John McFerling, Robert McGenoris, Robert McGinnis, William McIntyre, Samuel McKie, William McMarlin, William McMartin, Alexander McMichael, Daniel McMichael, James McMichall, Peter McMichen, James McMickel, Danil McMickl, Samuel McNutt, James McQuean, James McQuier, Charles Mailes, William Main, Edward Mannen, John Mannon, Dirk Marcle, Matthew Markle, William Marrikell, John Marseles, Ahasweras Marselis, John Marsellus, Gilrt Marselus, Charles Martin, John Maseles, Robert Masten, Robert Mayston, Charles Meals, Juiter Mebie, Albert Meebie, John Melb, Alexander Mercer, William Mercker, Dirick Merical, Egsbert Merseles, Henry Merseles, Arent Merselius, Gysbert Merselius, John Merselius, Hendrick Merselous, John Merselous, Alexander Merselus, Chris Mils, Hugh Mitchals, John Moass, James Moor, John Moore, William Moore, Thomas Morrell, Jacob Muller, Jr., John Mulray, John Murry, John Mynderse, John R. Mynderse, Laurence Mynderse, Harmen Mynderse, John Nanning, Matthew Neally, Christopher Neard, John Neiger, Josse Nixon, John Ogden, Arent Ouderkerk, George Passage, George Passage, Jr., Thomas Patterson, Oliver Patteson, Jesse Peak, Arent Peck, Cornelius Peck, Daniel Peck, Henry Peck, Jacobus Peck, James J. Peck, Jesse Peck, John Peck, Lewes Peck, John Peckburn, Arent Peeck, Christopher Peeck, Cornelius Peeck, Cornelius C. Peeck, Harmanus Peeck, Harmanus H. Peeck, Harmanus J. Peeck, Henry H. Peeck, Jacobus Peeck, Jacobus H. Peeck, John Peeck, John J. Peeck, Joseph Peeck, Lewis Peeck, Christopher Peek, Daniel Peek, Jacobus Vedder Peek, James J. Peek, Joseph Peek, Lewis Peek, John J. Peeke, Harmanus Peterson, Herman Peterson, Charles Petterson, Oliver Petterson, Thomas Petterson, Thomas Philips, Samuel Pruyn, Aaron Putman, Arent Putman, Arent L. Putman, Aron L. Putman, Cornelius Putman, Cornelius I. Putman, John Putman, Gradus Quack, Genardous Quackenbos, John Quackenbos, John Reis, Jakop Reldert, Anddro Renx, Jacobus Reyley, John Rise, John Robison, Isaac Rosa, John T. Rosa, Elias Rose, John Rose, Cournelus Ryckman, Cornelius Rykman, Jacobus Rylie, Philip Rylie, Andrew Rynex, John Rynex, John Rynis, Richard Rynix, David Sacie, Tedius St. John, John Sanders James Sawer, Thomas Scanger, Garret Schemhorn, Simen Schermerhoorn, Andrew Schermerhorn, Andries Schermerhorn, Aurent Schermerhorn, Barnardus Schermerhorn, Bartholomew Schermerhorn, Henry J. Schermerhorn, Jacob Schermerhorn, Jacob J. Schermerhorn, John Schermerhorn, John J. Schermerhorn, Nicholas Schermerhorn, Reijer Schermerhorn, Richard Schermerhorn, Ryer Schermerhorn, Rykert Schermerhorn, Symon Schermerhorn, Reuben Schuyler, Wilhelmus Seacy, Alexander Shallon, John Shannon, William Shannon, Alexander Shelling, Alexander Shellow, Thomas Shennon, Christian Shutes, Phylip F'c

Sickel, Reuben Simonds, John Smealle, John Smeth, John Smilie, Adam Smith, Robert Smith, Abraham Speck, Tobyas Speck, Tobias Speek, Gerrit Spitcher, Arent Spitser, Aron Spitser, Gerret Spitser, George Staley, Jacob Staly, John Standly, George Stealee, Henry Stealy, Matthew Steeley, Peter Steers, Daniel Stenerd, John Stevens, Daniel Steward, David Steward, George Steward, James Steward, John Steward, Daniel Stewart, John Stewart, Jacob Steylee, Matthew Steylee, Peer Stirs, James Stuart, Abraham Susie, David Susie, Charles Sullivan, Jacob Sullivan, Jacobus Swart, James Swart, Nicholaas Swart, Henry Swits, Jacob Swits, Jacob Swits, Jr., Jacob A. Swits, Jacob J. Swits, Thomas Swords, Ruben Symons, Charles Tall, Davis Taus, David Tauses, Solomon Taylor, Walter Taylor, Jacobus Teller, John Teller, Jr., William Teller, Jacob Ten Eyck, Myndert S. Ten Eyck, Solomon Ter Willigen, Isaac Terwilliger, Jacobus Terwilliger, Solomon Terwilliger, John Thaneday, John Thompson, John Thomson, Peter Thomson, Samuel Thorn, James Thornton, Thomas Thornton, Michel Times, Charles Toll, John Toll, Selmon Tortle, Abraham Truax, Abraham J. Truax, Abraham P. Truax, Caleb Truax, John Truax, John P. Truax, John Trumbull, John Turnbull, Peurs Turs, Israel Turtell, Ezra Tutle, Ezerial Tuttle, Solomon Tuttle, Michael Tyms, Peter H. Vadder, Andrew Vagner, Garret Van Antwerp, Peter Van Antwerp, Peter A. Van Antwerp, Simon Van Antwerp, Simon J. Van Antwerp, John Van Antwerpe, Peter Van Benthuysen, Joseph Van De Bogert, Nicholas Van De Bogert, Abraham N. Van De Graff, John Van De Graff, Daniel Van Derhyden, David Van Derhyden, Daniel Van Derhyder, David Van Derhyder, Petrus Van Der Valgen, Cornelius Van Der Volger, Peter Van Dresen, Peter Van Driesen, Cornelius H. Van Duyck, Cornelius Van Dyck, Cornelius N. Van Dyck, Henry Van Dyck, Henry H. Van Dyck, Henry I. Van Dyck, John Van Eps, John B. Van Eps, John J. Van Eps, Richard Van Fran, Peter Van Guyseling, Cornelius Van Guysling, Jacob Van Guysling, John Vicher Van Ingan, John Van Inge, Joseph Van Ingen, William Van Leph, Gerret Van Nes, Frederick D. Van Patten, Adam Van Pette, Frederick Van Pette, Frederick D. Van Pette, Jan Van Pette, Nicolas Van Pette, Philip Van Pette, Adam Van Petten, Arent N. Van Petten, Fradrick Van Petten, Frederick Van Petten, Frederick S. Van Petten, Hendrik Van Petten, Henry Van Petten, Nicholas Van Petten, Nicholas A. Van Petten, Nicholas H. Van Petten, Nicholas R. Van Petten, Nicholas S. Van Petten, Philip Van Petten, Simon Van Petten, Simon F. Van Petten, Andrew Van Pitten, Gerret Van Schaick, Abraham Van Sice, Cornelius Van Sice, Gysbert Van Sice, Isaac Van Sice, Jacobus Van Sice, John Van Sice, Aaron Van Slyck, Adrian Van Slyck, Andrew Van Slyck, Anthony Van Slyck, Cornelius Van Slyck, Cornelius A. Van Slyck, Cornelius P. Van Slyck, Harmanus Van Slyck, Harmanus N. Van Slyck, Peter Van Slyck, Peter Van Veeder, Benjamin Van Vlak, Anthony Van Voghter, Jellis Van Vorst, John D. Van Vorst, Peter Van Vorst, Dirk Van Vranken, Maus Van Vranken, Maus M. Van Vranken, Nicholas Van Vranken, Nicolas N. Van Vranken, Richard Van Vranken, Rykert Van Vranken, Cornelius Veader, Nicholas Veader, Peter S. Veader, Thelmes Veader, Philip Vealy, Albert Vedder, Albert A. Vedder, Alexander Vedder, Arent Vedder, Arent A. Vedder, Arent T. Vedder, Barrent Vedder, Cornelius Vedder, Francis Vedder, Frederick Vedder, Harmanis Vedder, John Vedder, John B. Vedder, Nicholas Vedder, Nicoleas Vedder, Peter Vedder, Seymon H. Vedder, Simon Vedder, Nicolas Veder, Halimis Veder, Wilhilmus Veder, Barent Veeder, Cornelius Veeder, Gerret Veeder, Gerret S. Veeder, Helmus S. Veeder, John Veeder, John B. Veeder, Nicolas Veeder, Peter H. Veeder, Peter S. Veeder, Peter T. Veeder, Simon B. Veeder, Simon H. Veeder, Wilhelmus Veeder, Phillip Vilen, John Visger, John Visger, Jr., John Visher, Jr., John Vlack, Alexander Vreene, Adam Vrooman, Adam H. Vrooman, Adam S. Vrooman, Arent Vrooman, Aron Vrooman, David Vrooman, Hendrick Vrooman, Henry Vrooman, Jacob A. Vrooman, Jacob I. Vrooman, Jacob J. Vrooman, John B. Vrooman, John J. Vrooman, John T. Vrooman, Simon Vrooman, Simon J. Vrooman, Michel Wagenman, Michael Wagner, Nicolas Wagner, Robert Waller, —— Wallrad, Jacob Walrat, Richard Wandner, John B. Wandry, Christopher Ward, Richard Warner, Harman Wassalse, AlexanderWatson, Robert Weaton, Ruben Weaton, Coonrad Weist, Frederick Weller, Robert Weller, John Wemple, John J. Wemple, John T. Wemple, Mindert R. Wemple, Myndert Wemple, Ahasuerus Wendell, John B. Wendle, Arent Wessel, Arent Wesselse, Aron Wesselse, Coonrad West, John Whiley, William White, John Wiely, Solomon T. Willeger, Cornelius Williams, Jacob Williams, John B. Windelby, John Wood, Henry Yanter, Abraham Yates, Abraham J. Yates, John Yates, Nicolas Yates, Abraham Yeats, Calvin Young, Fred Young, Frederick Young, Seth Young, Henry Younter.

The following names of Revolutionary soldiers are taken from William T. Hanson's "A History of Schenectady During the Revolution" and arranged under the main military organizations in which the men of Schenectady village and township were enlisted. The Second Albany County Militia was mainly composed of Schenectady men. Its colonels were Abraham Wemple and Abraham Outhout, and its lieutenant-colonel was Christopher Yates, father of Governor Joseph P. Yates. Cornelius Van Dyck of Schenectady became colonel of the First New York Line, which bore a most important part in the Revolutionary War.

Schenectady American soldiers, known to have seen service in the Revolutionary military organizations, number 685. Allowing for duplications, about 625 men from Schenectady village and township are known to have had a soldier's part in the Revolution. 546 of these were enrolled in the Second Albany County Militia, the Schenectady Revolutionary regiment. The number of men enlisted from the Schenectady district is surprisingly large and would indicate a population of over 3,000 people in that section in 1775. Little Schenectady County was a patriotic American stronghold and its splendid Revolutionary record is worthy of careful consideration and preservation.

SCHENECTADY TOWNSHIP REVOLUTIONARY MILITARY ENLISTMENTS.

CAPTAIN JOHN A. BRADT'S COMPANY OF STATE RANGERS

Officers

Captains, John A. Bradt and Gerritt Veeder; Lieutenants, John Baptist Marselis and Walter Swits.

Enlisted Men

Nicholas P. Bovie, Andries Bradt, Edward Early, Richard Freeman, Elias Groot, John Hall, William Hall, John Janquish, Adam Kittle, John S. Lansing, William Latta, Lancaster Lighthall, William Lighthall, Matthew Lyne, Alexander Munroe, Gerardus Quackenbush, Samuel Shelly, Martin Van Bentheuysen, Martin Van der Werken, John Vedder, George Waggerman.

COLONEL MARINUS WILLETT'S REGIMENT OF MOHAWK VALLEY LEVIES

Officers

Captains, Jellis A. Fonda and Guy Young; Lieutenants, William Moore, John Thornton, Teunis Swart and Joseph Van Ingen; Ensign, Christopher Peek.

Enlisted Men

Joseph Crawford, William F. Flansburgh, John Mabb, Peter Mebie, Alexander Murray, George Nestle, Robert Smith, John Truax, David Van Derheyden, James Wasson, John Wasson, John Bonny.

FIRST NEW YORK LINE REGIMENT

Officers

Colonel, Cornelius Van Dyck; Captain, Gerrit Veeder; Surgeons, William Mead and Caleb Sweet; Lieutenants, Ephraim Snow, Guy Young and John Denny.

Enlisted Men

John Brown, Peter Warren Cain, John Dorn, Abraham Guthrie, John McDougal, James N. Lighthall, John Lighthall, John Moore, Joseph Nesbit, David Taws, John Rose, Thomas Shannon, Daniel Shields, Martin Van Bentheuysen, Nicholas Van der Bogart, David Van Derheyden, Barent Wemple.

SECOND NEW YORK LINE REGIMENT

Officers

Ensign, William Peters.

Enlisted Men

James Dunlap, Isaac Goff, William James, William Murray, Thaddeus St. John, Solomon Tuttle, James Wood.

THIRD NEW YORK LINE REGIMENT

Enlisted Men

James N. Lighthall, Lancaster Lighthall, John Moore, Alexander Munroe, Henry George Ohlen, John Rose, Daniel Shields, Martin Van der Werken, George Waggerman, James Wood, Kenneth Campbell.

FOURTH NEW YORK LINE REGIMENT

Enlisted Men

Gysbert Van Sice, James J. Van Vorst.

FIFTH NEW YORK LINE REGIMENT

Enlisted Men

John Carley, Isaac Laraway, Henry Lewis, James Wood.

MISCELLANEOUS NEW YORK STATE MILITARY ORGANIZATIONS

Officers

Major, Jacob Schermerhorn; Surgeons, Dirk Van Ingen and Joseph Van Ingen; Captains, John Clute, John Crousehorn, Jellis J. Fonda, Ahasueras Marselis, Jacob Beekman, and Henry Ten Eyck; Lieutenants, David Bates, William Lighthall, Robert McMichael, Henry A. Marselis, Cornelius A. Van Slyck; Quartermasters, John Post and Simon Veeder.

Enlisted Men

Nicholas R. Bovie, William Burnham, John Canoot, Daniel De Graff, Isaac De Graff, Alexander C. Lansing, James McCue, James McDonald, John McIntosh, Andrew McKinney, Arent Ouderkirk, Arent Putnam, John Ryley, William Ryley, John J. Schermerhorn, George Shannon, James Shearer, John Thompson, Isaac I. Truax, Tacarus Van der Bogart, Peter Van Driesen, Benjamin Van Ess, Benjamin Van Vleck, James Van Vorst, Jacob A. Vrooman, Jacob S. Vrooman, William Williams, II, John Wright, Jacob G. Fonda.

ALBANY COUNTY (SCHOHARIE) MILITIA—FIFTEENTH REGIMENT

Officers

Colonel, Peter Vroman; Lieutenant Colonel, Peter Ziele; Majors, Jost Becker, Thomas Ekesen, Jr.; Adjutant, Lawrence Schoolcraft; Quartermasters, Peter Ball, Jacob Winney; Captains, Storm Becker, Christian Brown, William Dietz, Alexander Harper, Jacob Heger, Dirk Miller, George Richtmyer, Christian Stubrach, Teunis Vroman; Lieutenants, John Bauck, Henry Borst, Jacob Borst, John Dietz, Cornelius Fleck, Peter Heager, Johannes J. Lawyer, John Myers, Jacob Snyder, Peter Snyder, Peter Snyder, Jr., John Thornton, Ephraim Vroman, Martin Vroman, Martinus Ziele; Ensigns, Isaac Becker, John L. Bellinger, John Brown, John Enders, Jacob Lawyer, Peter Swart, Peter Van Antwerp, Nicholas Warner.

Enlisted Men

George Acker, Thomas Ackerson, Albartus Backer, Johannis Baker, Matthew Ball, Joseph Barnes, Philip Barnhart, Tabald Bartholomew, Christian Bauch, Cornelius Bauch, David Bauch, Henrich Bauch, Jacob Bauch, John Bauch, Nicholas Bauch, Peter Bauch, Thomas Bauch, William W. Bauch, Johannes Bauck, Lawrence Bauck, Nicholas W. Bauck, William Bauck, George Beacker, Abraham Becker, Adam Becker, Albartus Becker, Bill Becker, Coenraed Becker, David Becker, Frederick Becker, Garrit Becker, George Becker,

Harmanus Becker, Hendrick Becker, Jacob Becker, Johannes Becker, Johannis K. Becker, John A. Becker, John Alb. Becker, John Gert Becker, John J. Becker, Nicholas Becker, Storm Becker, Storm A. Becker, William Becker, Martines Beik, John P. Beiker, Abraham Beker, Johannest Belinger, Marcus Bellinger, Marcus Bellinger, Jr., Benjamin Bereamp, Abraham Berg, Philip Bergh, Benjamin Bevam, Richard Boon, Baltus Borst, Jacob Borst, Johannes Borst, John Borst, Jr., Joost Borst, Joseph J. Borst, Jost Borst, Migel Borst, Peter Borst, Philip Borst, Martines Borst, John Borst, Michel Brant, Anthony Brantner, William Braun, Peter Brewer, Adam Brown, Adam Brown, Jr., John Brown, Migel Brown, Joseph Brown, Peter Bruer, Peter Burst, Philip Burst, Martines Burst, Hugh Cachey, Barne Cadogan, Andrew Caghey, Andris Caghey, Hugh Caghey, John Cannady, —— Christian, Henry Coenrad, Henry Coenrad, Jr., Thomas Coleman, Cornelius Cornelisen, William Cortney, Jonathan Cowley, Charles Cramer, Jacob Criscoll, Nathan Daley, Lewis Dannea, Johan Jost Dietz, William Dietz, John Dominick, Jost Ecker, Cornelius Eckerson, John Eckerson, Teunis Eckerson, Tunis Eckerson, Jr., Julius Egars, Jacob Enders, Johannes Enders, Peter Enders, William Enders, Joseph Evans, Piter Fakes, Jacobus Falk, Jacob Feeck, Nicholas Feeck, Johanes Feek, John Ferguson, Peter Finck, William Finck, George Forster, Jacob Forster, George Frymer, Johannes Frymer, David Frymier, John Frymier, Michael Frymier, Nicholas Gerlock, Jacob Granatier, John Granatier, Michael Grans, Handrick Hagar, Joseph Hagar, Adam Hagedorn, Bartholomew Hagedorn, Dirck Hagedorn, Samuel Hagedorn, John Hager, John Hagetorn, George Hatzel, Henrich Hauck, Peter Heager, Adam Heger, William Henry, James Herron, James Herron, Jr., Robert Herron, Christopher Hills, George Hills, Jacob Hilsinger, John Hilsinger, Michael Hilsinger, Peter Hilsinger, Steffel Hilts, Jr., Michal Hiltsinger, Hendrick Hitzman, Jacob Hoftrasser, Vanson Howell, Felix Huiver, Benjamin Humphrey, John Humphrey, James Humphry, John Humphry, Johannes Ingolt, Johannis Jansen, Joseph Jansen, Hendrick Janson, Juas Jessey, John Kanidy, Abraham Kayser, Johannes Kayser, Leonard King, Jacob Knieskern, Johannes Knieskern, Hendrick P. Kniskern, Henry Kniskern, Peter Kniskern, Tunis Kniskern, Johannis Koenig, Migel Koenig, Stoffel Koenig, Leonard Koening, Baltus Krieler, John Kriselor, John Krisler, William Lamb, Andreas Laucks, Abraham Lawyer, David Lawyer, Jacob Lawyer, Johannes L. Lawyer, Lambert Lawyer, Lawrence Lawyer, Nicholas Lawyer, Peter Lawyer, William Leek, Nicholas Long, Jeremiah Loucks, John Low, John McCoy, John McCoy, 1st, John McCoy, 2nd, John McKay, 1st, John McKay, 2d, Samuel McKee, Alexander McLout, Hugh Mahalean, Jacob Mann, Peter Mann, Jr., William Mann, Jerremy Marinas, Abraham Mattice, Coenraed Mattice, Elias Mattice, Frederick Mattice, George Mattice, Henrich Mattice, John Mattice, John Mattice, Jr., John H. Mattice, Joost Mattice, Nicholas Mattice, Nicholas F. Mattice, Jacob Merckel, John Merckel, Philip Merckel, Nicholas Merckel, Henrich Mercker, George Merenis, James Morrow, Dirik Muller, Jacob Munie, Timothy Murphy, Gerret Nitzley, John Nott, Frantz Otto, Gottlieb Otto, John Pain, Gya Pasolee, Isaac Patchin, Thomas Patterson, Daniel Perree, Daniel Price, George Reinhardt, Mattice Reinhardt, William Reinhardt, John Resue, John Richter, Nicholas Richter, Christian Richtmeyer, Jacob Richtmeyer, John George Richtmeyer, George Rickart, Johannes Rickert, Marcus Rickert, Nicholas Rickert, John Right, Thomas Right, Andrene Ritter, Christian Ritter, John Ritter, Samuel Ronyon, Bearney Rorick, Kasper Rorigh, Thomas Roth, Henrich Salge, Johannis T. Schaefer, Lampert Schaefer, Marckus Schaefer, Jr., Adam Schafer, Jacob Schafer, Johannes Schafer, John Schafer, Christian Schefer, Debald Schefer, Denes Schefer, Hendrick Schefer, John Schefer, Joost Schefer, Peter Schefer, Peter Schefer, Jr., Marcus Schefer, Tenes Schefer, Jr., Christian Schell, Jacob F. Schell, Jost Schell, Lutwig Schneyder, George Scholman, Jacob Schoolcraft, William Schoolcraft, Peter Schulcrafft, John Schuyler, Simon Schuyler, Henry Shaver, Adam Shell, Richard Shelmidine, Peter Sidney, —— Singer, William Sitney, Jost Sitnich, Henrich Sitnig, Nicholas Slaughter, Nicholas Sluyder, George Snyder, Henry Snyder, Jacob Snyder, Jr., John Snyder, John Snyder, Jr., Philip Snyder, William Snyder, Jacob Sternberg, Abraham Sternberger, Lambert Sternberger, Lambert Sternberger, Jr., Barend Strubach, David Sternbergh, Benjamin Stynbrenner, Ankis Sutherly, Lawrence Swart, Thunes Swart, Sever Tenery, Thomas Thornton, Zachariah Tufts, James Turner, John Valck, Joacum Valconburgh, Adam Valkenburgh, Joost Valkenburgh, Philip Van Allen, John Van Antwarp, Peter Van Antwarp, Thomas Van Bremer, Daniel Van Denbergh, Cornelius Van Dyck, Jacob Van Dyck, John Van Dyck, Antreas Van Gelten, Jacobus Van Lone, Joseph Van Sice, Joseph Van Sisen, Peter Van Slyck, Harmanus Van Valkenburg, Adam Vroman, Adam J. Vroman, Barent Vroman, Bartholomew Vroman, Isaac Vroman, Jr., Johan Vroman, Jonas Vroman, Martinas Vroman, Peter Vroman, Peter A. Vroman, Peter C. Vroman, Peter J. Vroman, Simon Vroman, Samuel Vrooman, Henry Waldaway, Christian Weaver, Henry Weaver, Christian Webber, John Wenn, Christopher Werner, George Werner, George Werner, Jr., Joost Werner, Joost Werner, Jr., Henrich Werth, Johannes Werth, Henry Wever, Jr., John Wholebur, Jr., John Wileber, Elias Williams, John Winn, William Young, John Zart, Nicholas Zeck, David Zeh, Jost Zeh, Jacob Ziegraft, Peter Ziellie, Jr., William Zimer, Adam Zimmer, George Zimmer, Jacob Zimmer, Peter Zimmer.

CHAPTER 77.

THE MOHAWK VALLEY AFTER THE REVOLUTION.

1784-1800—AFTER THE REVOLUTION—CONSTRUCTIVE PERIOD—MONTGOMERY COUNTY AND ITS DIVISIONS—TOWNS AND THEIR CHANGES.

The Revolutionary struggle had well-nigh destroyed the one-time prosperous farming community along the Mohawk and in its adjacent territory. This section had been more harried, by the enemy and their red allies, than any other part of the Thirteen Colonies. Raid after raid had swept down from Canada over the fair valley, burning, plundering, and murdering. Stoutly had the sturdy people fought their dreadful foe. The savage enemy had been again and again beaten back from the Mohawk, but the bloody contest had left the population greatly depleted and the farm land in ruin and rapidly going back to the wilderness from which it had been wrested. Those of faint heart and of Tory leanings had fled the country and the patriot families who were left were often sadly broken. Numbers of defenseless women and little children had been struck down by the savage tomahawk and the bones of the men of Tryon County whitened the fields where battle and skirmish had been bitterly fought. The bravery of the women, and even the children, of the patriot families, amid the bloody scenes of the Revolution, was often remarkable in the extreme. Terrific as had been the murderous destruction, along the Mohawk, yet a wonderful rejuvenescence and rapid growth were to follow. The years ensuing were ones of great development of the farmlands, increase of population and steps, for the furtherance of transportation and commerce, which were eventually to make the Mohawk Valley one of the greatest arteries of trade and traffic of the entire world.

Toward the close of the war, Colonel Willett sent to General Washington a lengthy statement of the condition of affairs in Tryon County, from which it appears that, whereas at the opening of the struggle the enrolled militia of the county numbered not less than 2,500, there were then not more than 800 men liable to bear arms, and not more than 1,200 who could be taxed or assessed for the raising of men for the public service. To account

THE OLD DUTCH REFORMED CHURCH, MIDDLEBURGH, N. Y.

The Reformed Dutch Church, Middleburgh, built in 1787. The former structure standing on Upper Main street, was burned on the morning of Col. Johnson's raid. (From the Life and Adventures of Timothy Murphy, by courtesy of the author, Paul B. Mattice.)

BARON VON STEUBEN'S TOMB AT STARR HILL, 20 MILES NORTH OF UTICA.

for so large a reduction of the Tryon people, it was estimated that, of the number by which the population had been decreased, one-third had been killed or made prisoners; one-third had gone over to the enemy; and one-third for the time being had abandoned the country. Beers' history says:

"The sufferings of the unfortunate inhabitants of the Mohawk Valley were the measure of delight with which they had hailed the return of peace. The dispersed population returned to the blackened ruins of their former habitations, rebuilt their houses and again brought their farms under cultivation. With astounding audacity, the Tories now began to sneak back again and claim peace and property among those whom they had impoverished and bereaved. It was not to be expected that this would be tolerated. The outraged feelings of the community found the following expression at a meeting of the principal inhabitants of the Mohawk district, May 9, 1783:

"Taking into consideration the peculiar circumstances of this county relating to its situation, and the numbers that joined the enemy from among us, whose brutal barbarities in their frequent visits to their old neighbors are too shocking to humanity to relate:

"They have murdered the peaceful husbandmen, and his lovely boys about him unarmed and defenceless in the field. They have, with malicious pleasure, butchered the aged and infirm; they have wantonly sported with the lives of helpless women and children, numbers they have scalped alive, shut them up in their houses and burnt them to death. Several children, by the vigilance of their friends, have been snatched from flaming buildings; and though tomahawked and scalped, are still living among us; they have made more than 300 widows and above 2,000 orphans in this county; they have killed thousands of cattle and horses that rotted in the field; they have burnt more than two million bushels of grain, many hundreds of buildings, and vast stores of forage; and now these merciless fiends are creeping in among us again to claim the privilege of fellow-citizens, and demand a restitution of their forfeited estates; but can they leave their infernal tempers behind them and be safe or peaceable neighbors? Or can the disconsolate widow and the bereaved mother reconcile her tender feelings to a free and cheerful neighborhood with those who so inhumanly made her such? Impossible! It is contrary to nature, the first principle of which is self-preservation. It is contrary to the law of nations, especially that nation which for numberless reasons, we should be thought to pattern after.

* * * * * * It is contrary to the eternal rule of reason and rectitude. If Britain employed them, let Britain pay them. We will not; therefore, 'Resolved, unanimously, that all those who have gone off to the enemy or have been banished by any law of this state, or those, who we shall find, tarried as spies or tools of the enemy, and encouraged and harbored those who went away, shall not live in this district on any pretence whatever; and as for those who have washed their faces from Indian paint and their hands from the innocent blood of our dear ones, and have returned, either openly or covertly, we hereby warn them to leave this district before the 20th of June next, or they may expect to feel the just resentment of an injured and determined people.

" 'We likewise unanimously desire our brethren in the other districts in the county to join with us to instruct our representatives not to consent to the repealing any laws made for the safety of the state against treason, or confiscation of traitors' estates, or to passing any new acts for the return or restitution of Tories.'

" 'By order of the meeting.

" 'Josiah Thorp, Chairman.' "

Notwithstanding these sentiments of the Whigs, numbers of Tories did return and settle among their old neighbors. The Mohawk lands, which were considerable before the war, were confiscated and the tribe were granted homes in Canada, as has been stated in the sketch of Brant.

The Tories were not allowed to return without vigorous protests. Peter Young of the town of Florida, living at Young's Lake (a small pond near Schoharie Creek), was an ardent patriot. He married a Serviss girl, whose family were Tories. At the close of hostilities two of Young's brothers-in-law made Mrs. Young a visit. Young came in on them and ordered them back to Canada at the point of a musket and they promptly took up their return journey.

There are several instances of Tories having been whipped and beaten when they tried to return to their former homes among their patriot neighbors, whose homes they had burned and whose relatives they had murdered. One mighty Cobleskill farmer-patriot became so enraged at the boastings of two drunken Tories after the war, that he overpowered them, tied them together with a rope around their necks and whipped them up and down the street in front of a delighted audience. Considering the bloody deeds of the Tories of the Mohawk Valley, it is a wonder that many of them were not killed when they tried to return to their former homes. They had not conducted war-

fare. They had been organized bands of cowardly murderers who killed more women and little children than American soldiers.

One of the first murder trials in the Johnstown Court House after the war was that of John Adam Hartmann, a Revolutionary veteran, for killing an Indian in 1783. They met at a tavern in the present town of Herkimer, and the savage excited Hartmann's abhorrence by boasting of murders and scalpings performed by him during the war, and particularly by showing him a tobacco pouch made from the skin of the hand and part of the arm of a white child with the finger nails remaining attached. Hartmann said nothing at the time and the two left the tavern on their journey together, traveling a road which led through a dense forest. Here the savage's body was found a year later. Hartmann was acquitted for lack of evidence. He had been a ranger at Fort Dayton. On a foray, in which he killed an Indian, at almost the same instant, he was shot and wounded by a Tory. Hartmann was a famous frontiersman and had many adventures. He was a fine type of the intrepid soldiers in the tried and true militia of Tryon County.

During the Revolution the English governor, in honor of whom Tryon County was named, rendered the title odious by a series of infamous acts in the service of the Crown, and the New York Legislature, on the 2d of April, 1784, voted that the county should be called Montgomery, in honor of Gen. Richard Montgomery, who fell in the attack on Quebec, early in the war. At the beginning of the Revolution the population of the county was estimated at 10,000. At the close of the war it had probably been reduced to almost one-third of that number, but so inviting were the fertile lands of the county, that in three years after the return of peace (1786) it had a population of 15,000. Doubtless many of these were people who had deserted their valley homes at the beginning of hostilities and who now returned to settle again among their patriot neighbors who had borne the brunt of the struggle, and who had so nobly furthered the cause of American rule. By 1800 the population of present Montgomery County can safely be estimated at 10,000, almost entirely settled on the farms.

The boundaries of the several counties in the state were more minutely defined, March 7, 1788, and Montgomery was declared to contain all that part of the state bounded east by the counties of Ulster, Albany, Washington and Clinton, and south by the State of Pennsylvania. What had been districts in Tryon County were, with the exception of Old England, made towns in Mont-

gomery County, the Mohawk district forming two towns, Caughnawaga north of the river and Mohawk south of it. The Palatine and Canajoharie districts were organized as towns, retaining those names. Thus after an existence of sixteen years, principally during the Revolutionary period, the old Tryon districts experienced their first change.

The presence of the warlike Mohawks and their use as allies on the frontier had saved the valley savages their lands until about the year 1700. Notice has been made of Dutch, German and British immigration after that date into the Mohawk Valley. With the virtual breaking down of the Iroquois confederacy on account of the Revolution, their wide lands were thrown open for settlement and, after 1783, another and greater tide of immigration set in along the Mohawk.

The war had made people of other states and of other sections of New York familiar with Tryon County. Sullivan and Clinton's campaign, in the Iroquois country, had particularly revealed the fertility of the western part of the state, and a tide of emigration thither set in at the close of the war, mostly by way of the Mohawk Valley. The river had been the first artery of transportation and traffic. Now it began to be rivaled by turnpike travel. Later water travel was to resume first place after the digging of the Erie Canal, afterward to be again superseded by land traffic when the railroads began to develop. All of these were to make eventually the Mohawk Valley the great road and waterway it is today.

Immigration to western New York led to the formation from Montgomery, January 27, 1789, of Ontario County, which originally included all of the state west of a line running due north from the "82nd milestone" on the Pennsylvania boundary, through Seneca Lake to Sodus Bay on Lake Ontario. This was the first great change in the borders of Tryon or Montgomery County (which had been of larger area than several present-day states) since its formation seventeen years before. Other divisions were to come rapidly. In 1791 the county of Montgomery was still further reduced by the formation of Tioga, Otsego and Herkimer. The latter joined Montgomery County on the north as well as the west, the present east and west line, between Fulton and Hamilton, continued westward, being part of their common boundary, and another part of it a line running north and south from Little Falls, and intersecting the former "at a place called Jerseyfields." Of the region thus taken from Montgomery County on the north, the present territory of Hamilton was restored in

1797, only to be set apart under its present name, February 12, 1816. April 7, 1817, the western boundary of Montgomery was moved eastward from the meridian of Little Falls to East Canada Creek, and a line running south from its mouth, where it still remains. This divided the territory of the old Canajoharie and Palatine districts between two counties, after this region had formed part of Tryon or Montgomery County for a period of forty-five years, which was undoubtedly that of its greatest growth as well as covering the thrilling Revolutionary period. It also, for the first time, made an unnatural and artificial demarcation of the Canajoharie region, known as such north and south of the Mohawk since the dawn of history. The line between Montgomery and Schenectady has always been part of the boundary of the former, having originally separated it from Albany County. The formation of Otsego County, February 16, 1791, established the line which now separates it and Schoharie from Montgomery. The latter took its northern boundary and entire present outline on the formation of Fulton County in 1838, which will be considered later. Thus the present Montgomery is the small remainder of a once large territory and bears that region's original name. It also contains the greater part of the territory immediately along the river, of three of the five districts which originally composed Tryon and Montgomery County. These three districts were Canajoharie, Palatine and Mohawk, and are all names of present-day townships of the county, which were portions of the original districts. It is in the lands along the Mohawk River, contained in these old districts, where the principal part of the population was gathered at the close of the Revolutionary War.

The three towns of Montgomery which formed part of the Canajoharie districts were set apart on the following dates: Minden 1798, Root 1823 (formed partly from the old Mohawk and old Canajoharie districts). Canajoharie, part of the original district of that name set apart in 1772. The town of Palatine is the remaining portion of the original Tryon County district of that name. The town of St. Johnsville was set apart on the formation of Fulton County in 1838. In 1793 Caughnawaga was divided into Johnstown, Mayfield, Broadalbin and Amsterdam, and Mohawk into Charleston and Florida, their dividing line being Schoharie Creek. In 1797 Salisbury, now in Herkimer County, was taken from Palatine, and in 1798 part of Canajoharie went to form Minden.

Following is a short sketch of the Revolutionary patriot for

whom Tryon County was renamed in 1784: Richard Montgomery was born in the north of Ireland in 1737. He entered the British army at the age of twenty and was with Wolfe at the storming of Quebec. Although he returned, after the French war, he had formed a liking for America and, in 1772, came back and made his home at Rhinebeck, on the Hudson, where he married a daughter of Robert B. Livingston. He sided with the patriots at the outbreak of the Revolution and in 1775 was second in command to Schuyler in the expedition against Canada. The illness of Schuyler caused the chief command to devolve upon Montgomery, and in the capture of St. John's, Chambly and Montreal and his attack on Quebec, he exhibited great judgment and military skill. He was commissioned a major general before he reached Quebec. In that campaign he had every difficulty to contend with—undisciplined and mutinous troops, scarcity of provisions and ammunition, want of heavy artillery, lack of clothing, the rigor of winter and desertions of whole companies. Yet he pressed onward and in all probability, had his life been spared, would have entered Quebec in triumph. In the heroic attack of the Americans on this stronghold, December 31, 1775 (during a heavy snowstorm), Montgomery was killed and his force defeated. Congress voted Montgomery a monument, by an act passed January 25, 1776, and it was erected on the Broadway side of St. Paul's Church in New York. It bears the following inscription: "This monument is erected by order of Congress, 25th of January, 1776, to transmit to posterity a grateful remembrance of the patriot conduct, enterprise and perseverance of Major-General Richard Montgomery, who, after a series of successes amid the most discouraging difficulties, fell in the attack on Quebec, 31st December, 1775, aged 37 years."

In 1818 his remains were brought from Quebec and buried under this memorial. His aged widow sat on the piazza of their former Hudson River home, when the remains of her young hero husband, on a steamboat, passed down the river. Mrs. Montgomery fainted under the stress of her emotion.

General Montgomery left no children, but his widow survived him more than half a century. A day or two before he left his home at Rhinebeck for the Canadian campaign, the general was walking on the lawn in the rear of his brother-in-law's mansion with its owner. As they came near the house Montgomery stuck a willow twig in the ground and said, "Peter, let that grow to remember me by." Lossing says it did grow and that when he

visited the spot (in 1848) it was a willow with a trunk at least ten feet in circumference.

Valley homes and life after the war are vividly pictured in the following from "Beers' History (1878)." This was written of the town of Florida, Montgomery County, but applies equally well to the other Mohawk Valley towns:

"With the opening of the nineteenth century we seem to come a long step toward the present. It seems a great milestone in history, dividing a fading past from the fresher present. The long, doubtful struggle with England had resulted in a dearly bought, dearly prized peace, with its beautiful victories. Local tradition has not yet lost the memory of the suffering that followed the infamous raid of Butler and Brant through this neighborhood in 1780; and still treasures tales of hairbreadth escapes of families that found darksome homes in the cellars of their burned dwellings, of the fearful hushing of children, lest their voices should betray the places of concealment, of the hiding of plate and valuables, tea kettles freighted with spoons being hid in such haste as to defy future unearthing. * * But at last 'the land had rest.' The red man, once sovereign lord, had disappeared; the powerful Johnson family was exiled, its homes sequestered and in other hands. Sturdy toil and earnest labor won their due return and thrift and competency were everywhere attested by hospitable homes and well stored barns. Albany was the main market for the products, wheat forming the most considerable item. School houses and churches now dotted the landscape, and busy grist and saw mills perched on many streams. The Dutch [and German] language was much spoken, but many Connecticut and New England settlers never acquired it, and theirs [eventually] became the common tongue.

"Not alone have the 'blazed' or marked trees and saplings, which indicated the lines of roads or farm boundaries, long since decayed, but 'Blockhouse' and log cabin have also disappeared, and it may be doubted if five specimens of these early homes can now be found within the bounds of Florida. Yet still there live those who can remember the old-fashioned houses. Says Mr. David Cady:

"We have seen the type and warmed ourselves at the great hospitable fireplace, with crane, pothooks and trammels, occupying nearly the side of the room; while outer doors were so opposed that a horse might draw in the huge log by one entrance, leaving by the other. Strange, too, to our childish eyes, were the curious chimnies of tree limbs encrusted with mortar. The wide

fireplace was universal; the huge brick oven indispensable. Stoves were not, though an occasional Franklin was possessed. The turkey was oft cooked suspended before the crackling fire; the corn baked in the low coal-covered bake kettle, the potatoes roasted beneath the ashes, and apples upon a ledge of bricks; nuts and cider were in store in every house. As refinement progressed and wealth advanced, from the fireside wall extended a square cornice, perhaps six feet deep by ten feet wide, from which depended a brave valance of gay printed chintz or snowy linen, perchance decked with mazy net work and tassled fringe, wrought by the cunning hand of the mistress or her daughter. These too have we seen. Possibly the household thrift of the last [eighteenth] century was not greater than that of the present time, but its field of exertion was vastly different. The hum of the great and the buzz of the little spinning wheel were heard in every home. By the great wheels the fleecy rolls of wool, often hand carded, were turned into the firm yarns that by the motions of deft fingers grew into warm stockings and mittens, or by the stout and clumsy loom became gay coverlet of scarlet, or blue and white, or the graver 'press cloth' for garb of women and children, or the butternut or brown or black homespun of men's wear. The little wheel mainly drew from twirling distaff the thread that should make the 'fine, twined linen,' the glory and pride of mistress or maid, who could show her handiwork in piles of sheets, tablecloths and garments. Upon these, too, was often lavished garniture of curious needlework, hemstitch, and herringbone and lacestitch. Plaid linseys and linen wear were, too, fields for taste to disport in, while the patient and careful toil must not go unchronicled that from the wrecks of old and worn out clothes produced wondrous resurrection in the 'hit-or-miss' or striped rag carpet, an accessory of so much comfort, so great endurance, and often so great beauty.

"Horseback was the most common style of traveling. The well-sweep or bubbling spring supplied the clear, cold water. Such was the then, we know the now. In modes of life, in dress and equipage, in social and political habits, in locomotion, in comforts, in commerce, one needs not to draw the contrast; more wide or striking it scarce could be."

Mr. Cady has most pleasingly described the old log cabin homes, but we must remember that much that he details of them was also true of the stone and brick houses which were built up along the Mohawk, almost from the first advent of the white settlers. The century or more following the initial settlements

was marked by the erection of strong, well-made houses and barns, which might well be adapted for present day construction. When stone was easily obtainable, as in the Palatine and parts of the Canajoharie districts, fine, solid, comfortable farm dwellings were built which seem to reflect the simple, solid, honest character of the Mohawk Valley men of German and Dutch ancestry of the time. While the "Mohawk Dutchman" has been criticised, justly or unjustly, for penury, lack of enterprise and progressiveness and other failings, he seems to have possessed the sterling virtues of horse sense, justice, honesty, toleration, self-restraint and, greatest of all, pertinacity. All these qualities are so well exemplified in the greatest American of the time—Washington—of a different blood. These same traits seem to reflect themselves in the structures built by the men of the Mohawk from 1784 to 1838. There are many examples lining the river's course on both highways and in the villages. The Frey house (1800) in Palatine Bridge is an example of the stone construction, while the Groff house (typical of that fine old Schenectady Dutch style) and the public library (1835) on Willett Street, Fort Plain, are examples respectively of brick and wood building of the period under consideration. The old Paris store or "Bleecker house," in Fort Plain, is another interesting specimen of early valley building. The reason the middle and upper Mohawk Valley have so few pre-Revolutionary buildings is that these were destroyed in the raids from 1778 to 1782.

These same human qualities enumerated have continued to make the "Mohawk Dutch" such an important part of the valley's population, probably the largest element even at this day.

For the most part the men of this period led lives of hard work in the open air, and were consequently sturdy. Factory life was a negligible quantity, even toward the end of this time, and the town population was small in comparison with the people who were on the farms. Agricultural conditions and work gradually improved and approached the more advanced methods of the present, although doubtless not specialized as now. In most sections, the farming population, at the end of this period, was larger than it is at the present time. The country was what might be called a natural country and human life was consequently natural and not lived under such artificial conditions as now. The great health-giving and soil-preserving forest still occupied considerable stretches of country and furnished hunting and fishing for the male population. There were farms, forests and water-courses and no huge cities, with their big factories

and indoor life, to tend toward the deterioration of the valley's people.

With none of the present-day agricultural machinery, such as the reaper and thresher, the men of that day were compelled to do themselves the hard work of the farms and also of the towns. Consequently they had sturdy bodies, and so did the women and their children, as well—and no people can have a better asset. The women were probably generally good housewives, who gave their daughters thorough training in the work of the household, and who took the same pride in a well-kept house as their husbands did in a well-managed, productive farm. Aimless discontent seems to have been markedly absent and the women of the time were evidently lacking in sexless prudery and priggishness. The natural ardors of youth seem not to have been then considered evidences of depravity, and early marriages and large families were the rule. There was no need of sending the little child of that day to kindergarten, for pretty nearly every farm and town house was a kindergarten in itself. It is said that never in any nation's history has there been such a record of population increase as in the American states from their settlement up to the time of the great invasion of foreign immigrants about 1840, when this natural national growth began to slacken and approach the present (1925) stationary position among the purely American element of the population (let us say among families who settled here prior to 1840). If this trend should unfortunately continue the Revolutionary American stock is bound to die out or become at most a negligible national quantity.

It is not to be inferred from the foregoing that 1784 or 1838 is superior to 1925 as a period of human life. In comfort, sanitation, kindliness and toleration we are ahead of the earlier time. Both times have something that each lack by themselves.

During the time of this chapter, the tavern continued, as before and during the Revolution, a center of social and political life. Here were held dances, banquets, meetings and elections. "Trainings" of the militia and horse races brought out the people as at present county fairs. An agricultural association was formed in Johnstown and county fairs were held there about the middle of this period.

The work and government of the valley, after the conflict for independence, were in the hands of the patriot Revolutionary warriors. They assumed the direction of county affairs without change—the form of government of old Tryon being much like that of Montgomery county which it became. Later the sons and

grandsons of Revolutionary sires took up their share of work and politics and at the close of this after-war period (in 1838) there must have been but comparatively few of the men of '76 left.

Like many after war times the close of the Revolution ushered in an era of recklessness and license. Gambling, extravagance, horse-racing, drunkenness and dueling were forms of its evidence. The duel was a recognized and tolerated method for the settlement of private grievances at the beginning of the nineteenth century. A famous duel caused great excitement in New York in the first year of the nineteenth century. The principals were Philip Hamilton, son of Alexander Hamilton, and George J. Eacker, who had come to New York from his home in the town of Palatine a few years before. The latter was the son of Judge Eacker of Palatine and a nephew of General Herkimer. Eacker studied law, was admitted to the bar and became associated in a law firm with Brockholst Livingston, after his arrival in the city. He was a friend and admirer of Aaron Burr and a Jeffersonian in politics. Party feeling ran very high and Eacker became embroiled with the Federalists, of which party Alexander Hamilton was a national and state leader. In 1801 Eacker delivered the Fourth of July oration in New York City, and seems to have thereby incurred the enmity of the Hamiltons and their party. November 20, 1801, Eacker and his fiancee (a Miss Livingston) occupied a box at the John Street theatre, and he was there insulted by Philip Hamilton (then in his twentieth year), son of Alexander Hamilton, and by young Hamilton's friend Price. The talk between them, in Eacker's presence, ran somewhat as follows: "How did you like Eacker's sour krout oration on the Fourth of July"? The answer placed it in a very low scale. "What will you give for a printed copy of it"? "About a sixpence" was the reply. "Don't you think the Mohawk Dutchman is a greater man than Washington"? "Yes, far greater", etc., etc. Eacker resented this abuse and a duel with Price followed at noon, Sunday, November 22, at Powle's Hook. Four shots were exchanged between the principals without result, when the seconds intervened. A second duel with young Hamilton took place the following day, Monday, November 23, at three in the afternoon at the same place, in which Eacker shot Hamilton through the body at the first fire and the unfortunate young man died the next day. It is a curious commentary upon the position dueling occupied, in the estimation of men of the time, that Alexander Hamilton held no grievance against the slayer of his son, and Joseph Herkimer of Little Falls, observed to a friend that he "never witnessed more

especial compliments or respectful greetings pass between lawyers than did between Gen. Hamilton and Eacker after his son's death". Eacker died in 1803 of consumption and Alexander Hamilton was himself killed in a duel with Aaron Burr in 1804. George J. Eacker was a prominent militiaman and volunteer fireman of New York City at the time of his early death.

* * * * *

Among the valley sports, after as before the Revolution, the chief seem to have been horse racing, foot racing and ball.

We have the following somewhat amusing anecdote concerning the meddling of the clergy with the sports of the people. At a race on the Sand Flats at Fonda, the German minister of Stone Arabia thought it his duty to protest against race track gambling, which was the cause of much iniquity, so he rode there in his chaise with that intent. Arriving at the grounds he had barely commenced his protest against the evils of the race course, when a wag, who knew the parson's horse had been in a former similar race, rode up saying: "Dominie, you have a fine horse there" and, touching both horses smartly with his whip, shouted "Go!" and both animals and drivers started off toward the minister's home at a racing clip. Several voices were heard shouting, "Go it, dominie, we'll bet on your horse". Before the reverend gentleman could pull up his nag both horses had sped a long way and the Stone Arabia clergyman, realizing the force of his remarks had been unavoidably broken, kept on to his home and was never again seen at a race course.

Trivial as certain of these accounts and anecdotes may appear they give us an insight and understanding of the people's character and daily life in the early days of the valley, which no citation of mere events and figures, however correct, can picture. They bring up visions like looking on a camera obscura, filled with the moving figures and backed by the unfamiliar scenes of a day long passed.

Here is appended a hand bill of races in Palatine forty years after the Revolutionary period. However the character of the pre-Revolutionary races was, without doubt, similar and it will give us an idea of what was the major sport and recreation of our valley ancestors:

"Second Day's Purse, $50—

"To be given to the jockey rider, running two mile heats, winning two heats out of three; free for any horse, mare or gelding in the United States.

"The third day a new SADDLE and BRIDLE, to be given to

the jockey rider running one mile heats, winning two heats out of three; free for any three-year-old colt in the United States.

"Likewise on the last day, a BEAVER HAT, worth $10, to be given to the jockey footman running round the course in the shortest time. To start at four o'clock, p. m., on the last day's running.

"On the first Tuesday in November next, races will commence on the flats of George Waggoner in Palatine. The purses as above, except the hat.

"October 4, 1819.

"A SPORTSMAN."

The foot race did not take place, as a Palatine contestant was sick, and a purse of $30 was made up for a quarter-mile foot race. William Moyer, a tailor, and John K. Diell represented the town of Canajoharie and one Waggoner and an unknown man were the champions of Palatine. The tap of a drum started them, as was usual then, and Diell won the sprint by six feet. The time was 58 seconds, which was very fast considering the track and the fact that there were no spiked shoes in those days.

In 1824 a foot race took place in the village of Canajoharie for a purse of $1,000, the runners being David Spraker of Palatine and Joseph White of Cherry Valley. The distance of ten rods was marked off on Montgomery street and the contestants were started by David F. Sacia. Spraker won the prize and the race by three feet. This race was a topic of general conversation for a half century afterward.

Games of ball had been popular sport with the soldiers of the Revolution. We read that the garrison was playing ball when Fort Stanwix took fire. This was probably then as later the game of "town ball". There were four bases in that game, but, instead of touching the runner to put him out, the rule required that he must be hit with a thrown ball. There were no basemen. This game survives, in the rules of our national sport, in that a base runner who is hit by a batted ball is out. The invention of the modern game of baseball in 1840 at Cooperstown, is covered in a later chapter.

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Elkanah Watson was a wide traveler and "gentleman of leisure" of Providence, R. I. Watson was greatly interested in canals, a subject which was generally discussed in the latter eighteenth century, and he had observed many of the old world artificial waterways. About 1788, while traveling in the Mohawk Valley, he took note of the commercial possibilities of that

stream, as many public-spirited men had before him, and soon he began to propose, through the press, its improvement. In September, 1791, a party, piloted by Mr. Watson, covered the line of the improved waterway he had advocated. It consisted of Jeremiah Van Rensselaer, Gen. P. Van Cortland, Stephen N. Bayard and Watson. They left Albany and went to Schenectady, where they hired two batteaux, engaged six men and laid in a stock of provisions to last six weeks. The flatboats went up the river to Fort Herkimer, where they were joined by the four principals who went thence by land. The whole party went to Fort Stanwix by river, where the two-mile carry was made into Wood Creek. The bargemen took the two batteaux through this waterway to Oneida Lake, a very difficult and obstructed piece of navigation, used however by the Mohawk River boats of the time. The investigating party proceeded through Oneida Lake into Oswego River and investigated Seneca River, Onondaga, Seneca and Cayuga lakes. They satisfied themselves of the feasibility of the improvements proposed by Watson. They secured the influential assistance of Gen. Philip Schuyler and in 1792 the Inland Lock Navigation Co. was organized with Gen. Schuyler as president. In the face of great difficulties the improvement of the Mohawk River was carried through and completed from Oneida Lake to Schenectady, in 1796. This included a canal and five locks at Little Falls with a 44½ ft. lift. The canal was 4,752 feet long and 2,550 feet of this was through solid rock. At Wolf's Rift, below Ft. Herkimer, was a canal 1¼ miles long with three locks. At Rome a canal 1¾ miles long connected the Mohawk with Wood Creek, on which there were four locks.

The labors of Elkanah Watson make him as much the "father" of New York state inland navigation as anyone, his being the first practical efforts for state waterway improvement. Watson was born in Massachusetts in 1758 and died at Port Kent, Lake Champlain, in 1842, aged 84 years.

Watson kept a diary of his journeys through the Mohawk valley in 1788 and in 1791. In 1856 Mr. W. C. Watson published a memoir of his father, Elkanah Watson, under the title "Men and Times of the Revolution, or Memoirs of Elkanah Watson." This contained summaries or verbatim extracts from journals of the elder Watson's interesting travels. In 1788 Elkanah Watson visited Hudson, Albany, Schenectady and Johnstown, and at the latter place learned of the great Indian council shortly to occur at Fort Schuyler, or Stanwix as it was still generally called. He resolved to attend and proceeded from Johnstown, northward.

His memoirs contain the following concerning this, his first valley trip of 1788:

"The country between Schenectady and Johnstown was well settled by a Dutch population, generally in a prosperous condition". The Watson memoirs further say:

From Johnson Hall he proceeded up the Mohawk, through a rich region, under high cultivation and adorned by luxuriant clover pastures. This lovely valley was almost on a level with the river and was bounded on the north by a lofty range of hills, whose cliffs at times seemed impending over him. The fields were only separated by gates, with no fences on the roadsides. The beauty of the country, the majestic appearance of the adjacent mountains, the state of advanced agriculture, exhibited in a long succession of excellent farms, and the rich fragrancy of the air, redolent with the perfume of the clover, all combined to present a scene he was not prepared to witness on the banks of the Mohawk.

The territory, known as the German Flats, had been long inhabited and was densely occupied by a German population. This people had suffered severely during the War for Independence, from the ravages of the Tories and Indians and had been nearly extirpated. Their safety was only secured by the erection of numerous blockhouses, which were constructed in commanding positions, and often mounted with cannon. Many of these structures were yet standing, and were seen in every direction.

On this trip, Watson suffered from hunger, on account of the scarcity of taverns in the upper valley. He stopped at Whitesboro, then a considerable settlement of log houses. At Oriskany he passed several hundred Indians and visited the battle field, piloted by two German settlers, and saw the ground strewn with human bones. Beyond Oriskany he rode alone through a band of drunken, half-naked Indians, who danced, whooping and yelling, about him. He finally reached Fort Stanwix and found "the whole plain around the fort covered with Indians of various tribes, male and female. Many of the latter were fantastically dressed in their best attire—in the richest silks, fine scarlet clothes bordered with gold fringe, a profusion of brooches, rings in their noses, their ears slit, and their heads decorated with feathers. Among them I noticed some very handsome countenances and fine figures."

Watson secured quarters in the garret of the dwelling where Gov. Clinton and the eight New York Commissioners were housed, and attended all the doings at this celebrated Indian council, in which the red men were forced to give up their title to their

lands in New York state and farther west—about 4,000,000 acres. While here Watson examined the carry into Wood Creek, and started on a western waterway voyage but was turned back by a heavy rain.

Of his return trip down the Mohawk, Watson says in part: "My curiosity satisfied, I sent my horse towards Albany and embarked on board a returning bateau, and proceeded down the Mohawk to Little Falls, anxious to examine that place with an eye to canals. We abandoned ourselves to the current of the river, which, with the aid of our oars, impelled us at a rapid rate. We met numerous bateaux coming up the river, freighted with whole families, emigrating to the 'land of promise'. I was surprised to observe the dexterity with which they manage their boats, and the progress they make in poling up the river, against a current of at least three miles an hour. The first night we encamped at a log hut on the banks of the river and the next morning I disembarked at German Flats." From here he returned to Albany.

Watson's journal, of the Mohawk River investigating committee of 1791, is intensely interesting to Mohawk Valley people, as it describes pioneer conditions along the Mohawk. His remarks in regard to the "Mohawk Dutch" (for this term included both the High and Low Dutch) must be considered in the light of the fact that he was a cultured New Englander, that he was considering a different race, whose very rude strength had aided in their partial conquest of the wilderness, and also that his enthusiasm for the "rudiments of literature" was not shared by a people who were schooled only in the rudiments of frontier life and had no time for anything else. While a majority of the valley people of 1791 were crude, rough and unlettered they also possessed many sterling qualities. There were also among them men of education, keen perceptions, and strong, solid intellectual powers. Watson came through western Montgomery County by way of Johnstown, through Stone Arabia to Garoga Creek and thence up the valley. He was an observer of wide experience and his picture of frontier life on the Mohawk River in 1791 is perhaps the most valuable in existence, as it showed conditions as they generally existed here throughout the eighteenth century. It is to be regretted that his journal of his travels up and down the valley cannot be given verbatim. His entries are largely summarized by his son. Wherever his journal has reference to the Mohawk valley it is here reprinted (from the Memoirs of 1856) in full. The first verbatim entry, of the 1791 journey, was evi-

dently written at Palatine Church, September 4, 1791. The following are verbatim extracts:

1791, Sept. 4—We proceeded on our journey with a miserably covered wagon, and in a constant rain, until night, which brought us to Major Schuyler's mills in Palatine [on Garoga creek at Palatine Church], settled by the descendants of German emigrants, intermingling on all sides with the enterprising Sons of the East [New Englanders] between whom mutual prejudices ran high. These feelings will gradually be overcome by intermarriages and other modes of intercourse. Thus far the German and Dutch farmers have been, in a manner, totally remiss in cultivating the first rudiments of literature, while the descendants of the English in New England have cherished it as a primary duty. Hence the characteristics of each people are distinctly variant. * * * I have noticed with pleasure that the German farmers begin to use oxen in agriculture instead of horses. For this salutary improvement they are indebted to the New England men.

I am induced to believe, should the Western canals ever be made, and the Mohawk River become, in one sense, a continuation of the Hudson River by means of canals and locks, that it will most clearly obviate the necessity of sending produce to market in winter by sleighs [then the general custom, the farmers going to Albany in winter with the surplus products they had for sale]. On the contrary, it would be stored on the margin of the Mohawk in winter, and be sent, in the summer months, by batteaux, to be unloaded aboard vessels in the Hudson.

The bottoms or lowlands along the Mohawk are laid off into rich inclosures, highly cultivated, principally by industrious Germans. Narrow roads and contracted bridges still exist.

On the south side of the river the country is thicker settled and many pleasant situations, old farms, and wealthy farmers appear, but these evidently are far behind those of Germany or England in the profitable science of agriculture. We crossed a new wooden bridge [over the Garoga Creek] near Schuyler's Mills, 75 feet long, with a single arch supported by framed work above. I was glad to notice this, an enterprising wedge to more extended improvements.

[1791] Sept. 7.—This morning we ascended Fall Hill, over a craggy road of one mile. From its summit we commanded an extensive and picturesque view of the surrounding country in the north, partly settled, but generally in nature's original brown livery, spotted here and there by an opening. We left Little Falls

on our right and descended into the rich settlement of German Flats. At Eldridges tavern, near Fort Herkimer, we overtook our batteau, all well and embarked the same evening, stemming fourteen miles against a strong current, with an awning spread over our heads. Each boat was manned by three men, two in the bow and one in the stern to steer. They occasionally rowed in still water, setting, with short poles at the rapids, with surprising dexterity. In this mode their average progress is three miles an hour, equal to truckshute travelling in Holland; but it is exceedingly laborious and fatiguing to the men. At night we encamped in a log hut on the margin of the river.

[1791] Sept. 8.—A pleasant sail of ten miles this fine morning brought us to Old Fort Schuyler. Here we were joined by Gen. Van Cortland and Mr. Bayard, who were waiting for us, which completes our number to thirteen.

From Little Falls, thus far, the river is nearly competent to inland navigation, with the exception of a serious rapid and a great bend at the German Flats, called Wolf-riff, which must be subdued, either by a cut across the neck of land, upward of one mile, or by removing the obstructions.

An Indian road being opened from this place [later Utica] to the Genesee country, it is probable that the position of Fort Stanwix and this spot will become rivals as the site of a town, in connection with the interior, when it shall have become a settled country. If, however, the canals should be constructed, I think Fort Stanwix will take the lead at a future day. Such was my impression when here in 1788. Since then only a few houses and stores have been erected here, also a tolerable tavern to administer comfort to the weary traveler, which I experienced the want of three years past.

In the afternoon we progressed thirteen miles, meeting many obstructions in consequence of the cruel conduct of the new settlers, who are wonderfully increased since I was here [three years before], filling the river with fallen trees cut on its margin, narrowing it in many places, producing shoals where the deepest waters had been accustomed to flow, and impeding the progress of our boats. We pitched our Camp on the right hand bank of the river in the midst of woods. We soon had a roaring fire and our tents pitched—open on one side to the fire and closed at each end with canvas. We found an excellent substitute for feathers, laying our buffaloes on hemlock twigs; although the ground was moist we were effectually protected from any inconvenience. We

enjoyed a pleasant night, with ten times more comfort than we could in the miserable log huts along the banks of the river.

[1791] Sept. 9.—At noon we reached Fort Stanwix, to which place, with some aid of art, the river continues adapted to inland navigation for boats of five tons burthen. Emigrants are swarming into these fertile regions in shoals, like the ancient Israelites seeking the land of promise.

We transported our boats and baggage across the carrying place, a distance of two miles, over a dead flat and launched into Wood Creek, running west. It is a mere brook at this place, which a man can easily jump across.

In contemplating this important creek as the only water communication with the immense regions in the West, which are destined to bless millions of freemen in the approaching century, I am deeply impressed with a belief, considering the great resources of this state, that the improvement of our internal navigation cannot much longer escape the attention of our lawmakers, and more especially as it is obviously practicable. When effected it will open an uninterrupted water communication from the immense fertile regions in the West to the Atlantic.

September 10, 1791, Watson and party began to descend Wood Creek, to Oneida Lake, a most tortuous stream and difficult piece of navigation, so narrow that the bow and stern of a batteau scraped opposite banks in making the turns, obstructed by logs in the stream and crossed by boughs and limbs so closely overhead that in some places it obliged "all hands to lie flat."

On September 12 they reached the Royal blockhouse at the east end of Oneida Lake. September 13 they "wrote home by a boat coming from the west loaded with hemp, raised at the south end of Cayuga Lake." September 14 they came to Fort Brewerton, at the entrance to the present Oneida River, after sailing down Oneida Lake, which evoked the warmest admiration from Mr. Watson, although he found it "extremely turbulent and dangerous."

Watson's journal is replete with surmises and prophecies on the future of United States internal waterway navigation, much of which has come to pass. The influence of what one intelligent, energetic man, with imagination and a working control of his specialty, can achieve is seen in the improved Mohawk River which Watson's efforts brought about, and which, in itself, led up to the Erie and the Barge Canal. All honor to Elkanah Watson!

* * * * *

An eighteenth century writer gives us a good view of the valley during the decade after the Revolution in a "Description of the Country Between Albany and Niagara in 1792," from Volume II of the "Documentary History of New York." It follows verbatim:

"I am just returned from Niagara, about 560 miles west of Boston. I went first to Albany, from thence to Schenectady, about Sixteen miles; this has been a very considerable place of trade but is now falling to decay: It was supported by the Indian traders; but this business is so arrested by traders far in the country, that very little of it reached so far down: it stands upon the Mohawk river, about 9 miles above the Falls, called Cohoes; but this I take to be the Indian name for Falls. Its chief business is to receive the merchandise from Albany and put it into batteaux to go up the river and forward to Albany Such produce of the back country as is sent to market. After leaving Schenectada, I travelled over a most beautiful country of eighty miles to Fort Schuyler, where I forded the Mohawk. This extent was the scene of British and Savage cruelty during the late war, and they did not cease, while anything remained to destroy. What a contrast now!—every house and barn rebuilt, the pastures crowded with Cattle, Sheep, etc., and the lap of Ceres full. Most of the land on each side of the Mohawk River is a rich flat highly cultivated with every species of grain, the land on each side rising in agreeable Slopes; this, added to the view of a fine river passing through the whole, gives the beholder the most pleasing sensations imaginable. I next passed through Whitestown. It would appear to you, my friend, on hearing the relation of events in the western country, that the whole was fable; and if you were placed in Whitestown or Clinton, ten miles from Fort Schuyler, and see the progress of improvement, you would believe it enchanted ground. You would there view an extensive well built town, surrounded by highly cultivated fields, which Spot in the year 1783 was the 'haunt of tribes' and the hiding place of wolves, now a flourishing happy Situation, containing about Six thousand people—Clinton stands a little South of Whitestown and is a very large, thriving town."

This writer also says that "after passing Clinton there are no inhabitants upon the road until you reach Oneida, an Indian town, the first of the Six Nations; it contains about Five hundred and fifty inhabitants; here I slept and found the natives very friendly." He also writes, "The Indians are settled on all the

reservations made by this State, and are to be met with at every settlement of whites, in quest of rum."

Rev. John Taylor's journal of 1802, written during his journey up the Mohawk Valley, gives us a sketch of the people and country hereabouts at that interesting time, also an insight into the crude farming methods then prevailing. Parts of his diary relating to this section are as follows:

"July 23, 1802—Tripes (alias Tribes) Hill, in the town of Amsterdam, county of Montgomery. * * * This place appears to be a perfect Babel as to language. But very few of the people, I believe, would be able to pronounce Shibboleth. The articulation, even of New England people, is injured by their being intermingled with the Dutch, Irish and Scotch. The character of the Dutch people, even on first acquaintance, appears to be that of kindness and justice. As to religion, they know but little about it, and are extremely superstitious. They are influenced very much by dreams and apparitions. The most intelligent of them seem to be under the influence of fear from that cause. The High Dutch have some singular customs with regard to their dead. When a person dies, nothing will influence ye connections, nor any other person, unless essentially necessary, to touch the body. When the funeral is appointed, none attend but such as are invited. When the corpse is placed in the street a tune is sung by a choir of persons appointed for the purpose—and continue singing until they arrive at the grave; and after the body is deposited, they have some remarks made, return to ye house and in general get drunk. 12 men are bearers—or carriers—and they have no relief. No will is opened or debt paid until six weeks from ye time of death.

"27th—Left Amsterdam and traveled 5 miles to Johnstown—a very pleasant village—containing one Dutch presbyterian chh and an Episcopalian. The village is tolerably well built. It is a county town—lies about 4 miles from the River and contains about 600 inhabitants. In this town there is a jail, courthouse and academy. About ¾ths of a mile from the center of the town we find the buildings erected by Sir William Johnson.

"Johnstown, west of Amsterdam on the Mohawk—extent [the town] 11 by 8 miles. It contains one Scotch Presbyterian congregation, who have an elegant meeting house, Simon Hosack Pastor of the Chh, a Gent. of learning and piety, educated at Edinburgh. This is a very respectable congregation. The town contains an Episcopal congregation, who have an elegant stone church with organs. John Urquhart, curate. Congregation not

numerous. There is also in this town one reformed Dutch chh. Mr. Van Horn, an excellent character, pastor. A respectable congregation. Further there is one large Presbyterian congregation —vacant—the people [of this congregation] principally from New England.

"Palatine, west of Johnstown and Mayfield; extent 15 by 12 miles [then depleted in size from 1772]. A place called Stone Arabia is in this town and contains one Lutheran Chh and one Dutch reformed Chh. Mr. Lubauch is minister of the latter and Mr. Crotz of the former. Four miles west of Stone Arabia, in the same town of Palatine, is a reformed Lutheran Chh to whom Mr. Crotz preaches part of the time.

"After leaving this town [Johnstown] I passed about ten miles in a heavy timbered country with but few inhabitants. The soil, however, appears in general to be excellent. The country is a little more uneven than it is back in Amsterdam. After traveling ten miles in a tolerable road, I came to Stonearabe (or Robby as the Dutch pronounce it). This is a parish of Palatine and is composed principally of High Dutch or Germans. Passing on 4 miles, came upon a river in another parish of Palatine, a snug little village with a handsome stone Chh [Palatine Church]. Having traveled a number of miles back of the river, I find that there is a great similarity in the soil, but some difference in the timber. From Johnstown to Stone Arabia the timber is beech and maple, with some hemlocks. In Stone Arabia the timber is walnut and butternut. The fields of wheat are numerous and the crop in general is excellent. In everything but wheat the husbandry appears to be bad. The land for Indian corn, it is evident from appearance is not properly plowed—they plow very shallow. Neither is the corn tended—it is in general full of weeds and grass and looks miserably. Rie is large. Flax does not appear to be good. Whether this is owing to the season or the soil, I know not. Pease appear to flourish—so do oats; but the soil, I believe, is too hard and clayey for potatoes—they look very sickly. I perceive as yet, but one great defect in the morals of the people—they are too much addicted to drink. The back part of Montgomery [now Fulton] County consists of some pine plains; but in general the lumber is beach and maple. A good grass and wheat country."

The Rev. Mr. Taylor gives an interesting account of the Little Falls country in 1802: "Passing on from Manheim, we found the mountains drawing to a point upon two sides of the river. When we come to the river there is only a narrow pass for about three-

fourths of a mile between the river and the foot of the rocks. When we come to the Falls the scene which it presents is sublime. We now enter Herkimer County—a small village of the town of Herkimer, called Little Falls, by which the canals pass, which were constructed in [17]95. The length of the canal is three-fourths of a mile. There are six locks. The appearance of the falls is sublime. The village is built upon a ledge of rocks. It promises fair to be a place of business as to trade, as all produce of the Royal grants will naturally be brought here to be shipped. They have a new and beautiful meeting house, standing about 40 rods back on the hill, built in the form of an octagon. I am now, July 27 [1802], about 30 rods from fall mountain on the south. Between this and the mountain is the Mohawk, and a bridge over it, in length about 16 rods. Between this and the bridge is the canal. On the right about 40 rods are the falls, or one bar of the falls in full view. The falls extend about three-fourths of a mile. Upon the whole, the place is the most romantic of any I ever saw; and the objects are such as to excite sublime ideas in a reflecting mind. From the appearance of the rocks, and fragments of rocks where the town is built, it is, I think, demonstratably evident that the waters of the Mohawk, in passing over the fall, were 80 or 90 feet higher, in some early period, than they are now. The rocks, even a hundred feet perpendicular above the present high water mark, are worn in the same manner as those over which the river passes. The rocks are not only worn by the descent of the water, but in the flat rocks are many round holes, worn by the whirling of stones—some even 5 feet and 20 inches over. If these effects were produced by the water, as I have no doubt they were, then it follows as a necessary consequence, that the flats above and all the lowlands for a considerable extent of the country, were covered with water, and that here was a lake—but the water, having lowered its bed, laid the lands above dry."

CHAPTER 78.

SCHENECTADY AFTER THE REVOLUTION.

The following interesting picture of Schenectady and its neighborhood, following the War for Independence, is from Yates' History of Schenectady County. The first part, contained in the chapter entitled "Schenectady After the Revolution," is as follows:

The Revolution had dealt far more gently with Schenectady than the Colonial Wars. She had her dead to mourn, sorrows for which the only compensation was the honorable names that left their fragrance as the grass grew greener over the graves in the old Dutch graveyard in Green Street, or on their unknown little homes unmarked but not far away.

The survivors came back to rejoice in the independence of this infant land, but to suffer also in the poverty and depression that settled down heavily on a country with no money but rags, but little experienced in self-government. Not one of those infant industries that we have been of late so generously fostering till they have been nurtured into gigantic dimensions, existed. New names, with no Holland guttural or Dutch melody in them, began to be known and honored.

Gallant soldiers, officers and men, were in these regiments. Col. Abraham Wemple did magnificent service; Cornelius Van Dyck, lieutenant colonel [and later colonel] of the First New York Continental, Gen. Philip Schuyler's veteran regiment; John Graham, father of the late Sarah and Deborah Graham of Washington avenue, and Major Thornton, were men who achieved high renown.

These officers were all brave, rigid disciplinarians, and brought their regiments to such perfection of drill and soldierly bearing, that the First Veteran New York had no superior in the American Army. It is not my intention to follow this old regiment through the early incidents of the Revolution; to speak of their brilliant gallantry at Saratoga and on the plains of Monmouth; but, as derived from actors in the events, such was the estimate of their steadiness and valor, that, on the surrender of

Burgoyne at Saratoga, Nicholas Van Rensselaer, one of its captains, a grandson of old Patroon Hendrick, was deputed by General Gates to carry a captured flag and the news of the surrender to the anxious citizens of Albany. A regiment so brave that at the storming of Stony Point, July 16, 1779, General Wayne placed this regiment in the front; and on the storming of the two redoubts at Yorktown, late in the afternoon of the 14th of October, 1781, where, to excite a spirit of emulation, the reduction of the one was committed to the French under the Baron de Viomesnil, and the other to the Americans under the Marquis Lafayette. Colonel Hamilton himself, of New York, led the advanced corps of the Americans, selecting for a part of his column a detachment of Van Schaick's veteran regiment, (First New York, under Major Graham). These troops rushed to the charge without firing a gun, and, passing over the abattis and palisades, assaulted the works on all sides, and entered with such rapidity that the redoubt was immediately carried with inconsiderable loss. The redoubt attacked by the French was defended by a greater number of men and therefore occupied more time in its reduction.

Then, too, Major John Thornton of Schenectady was an officer in the Revolutionary struggle, full of daring, a hero at Saratoga, and a veteran. This was the father of the late Mrs. Volney Freeman of our place and of the late Col. William A. Thornton of the regular army.

It must be borne in mind that the militia in the day of the Revolution was not like the militia of any more modern days. They were fighters, and did as much in battle as any troop. The following is the Controller's report:

"The extensive fighting done within our borders, brought into active and honorable service branches of military, which, in colonies where no fighting was done, were relieved. Our militia were the heroes of many hotly contested fields. The battle of Oriskany, in its percentage of killed and wounded, the bloodiest battle of the war, was won by the militia, and Burgoyne's surrender thereby made sure. The militia bore a highly honorable part in the ever memorable battle at Saratoga. But many men undoubtedly performed splendid service in the emergencies which called out the militia, and then retired quietly to their homes, leaving no record of their service which can now be found.

Again, the portions of New York occupied by the whites were surrounded on almost all sides by tribes of hostile Indians, who were incited and led by still more savage whites. Brant was

sometimes humane, but Butler never. The Hurons had inherited from many preceding generations the disposition to make hostile raids upon the territory of their ancient foes, the Iroquois. At the breaking out of the war the influence of Sir William Johnson over the tribes of the Iroquois was almost boundless. His position as Indian agent had brought him into close relations with these tribes, and this position he seems to have honorably used and to have succeeded in convincing them that he was their friend. His mantle, at his death, fell upon his son, Sir John, and his son-in-law, Col. Guy Johnson, and that they used their influence to the fullest extent to stir up Indian hostility to the patriotic citizens west of Albany, is a sad page in the history of the war.

The days after the war, in Schenectady and vicinity, are more fully treated in the chapter of Yates' work, entitled "The Close of the Century." This describes life and conditions in the years from the end of hostilities in 1783 to 1800, the same period as the preceding chapter dealing with similar matters in the Mohawk Valley at large. Yates says:

Grand old officers of the Revolution and men with names already distinguished in the annals of their country, came here in the late afternoon and still evening of the peacefully closing century. Straight from Faunce's tavern, with their hands yet warm from the farewell grasp of the great Washington, came General William North, bringing with him as his guest, Baron Steuben, on whose staff North was chief. The grand old house that he built in Duanesburgh still stands in decaying beauty. Yet there are those still living who remember the charming manor where survivors of the Revolution drank and smoked and one of them resonantly swore. For the old baron surpassed in profanity any general of the famous army that "swore terribly in Flanders" and startled more than once the grave and stately commander-in-chief whose fame was resounding through the world. Steuben could and did discipline an army that triumphed over the finest soldiers of Europe. He controlled other men with grand ability, and yet he could not control himself, and when he was mad, and that was not seldom, they say his oaths could be heard on the sacred threshold of the Duane church, two miles away. The grand old house is, after all, the most historic of all, except the Glen house on Washington avenue, and the old mansion in Scotia. General North was a renowned officer, an intimate friend of Washington, under whom, in 1798, he was the adjutant general of the United States army. Through the magnificent Rose Lane, half a mile long, banked on either side with every variety of shade,

color and beauty of that gorgeous flower, came as his guests the conquerors of England and the founders of a mighty nation.

Thither through the same Rose Lane came in his old days, laden with honors, the distinguished Judge James Duane [first mayor of New York City after the Revolution], the builder and generous endower of the little church in Duanesburgh, the most independent little pastorage in America. The bounty of Duane has protected church and rectory from the blight of religious mendicancy. It is to be regretted that space will not permit the grand eulogy of Judge Sanders upon the life and character of this one of Schenectady's most eminent citizens.

General North married the daughter of Judge Duane. No record of his children, if he had any, seems obtainable. The name has never appeared since its distinguished possessor died. None of the name of Duane lives among us, though but a few years ago it was borne by men loved by all of us who knew so many of them so well. The descendants of Judge Duane have attained high rank in the army, the last soldier of the race dying but a few years ago a General and Chief of Engineers in the U. S. Army. And hundreds of old-timers remember well that charming coterie of brother gentlemen of the old school, the "Doctor," the "Baron," the "Colonel" and the "Major" and "Farmer" Mumford. * * *

Schenectady could not be said to have emerged from the Revolution. The county had never been submerged. The waters had divided around it and the burgher had walked through on comparatively dry land in a calm which he had earned by a century of suffering.

Then, as now, the situation of the burgh, Dorp, as it began to be called, enforced its growth. Anything but progress became impossible. The eyes of the world were on the young nation born in the throes of seven years of one of the most wearisome, brave and patient struggles for self government in the history of the earth. The pathway of emigrant, adventurer and explorer thronged westward to a new land, over which hung the mirage of gold in its mountains, and wealth in its valleys and plains. The highway of a countless procession that was in the coming century to establish the grandest Republican empire of earth was under the Catskills and the Lowereuin of Rotterdam, where now an unbroken line of railway belts the continent and, in a flying house of unchanging luxury and splendor, transports the globe trotters by night and day, awake or asleep, from sea to sea.

The calm of a blessed peace settled over the peaceful town on the Groot Vlachte, the great beautiful plain that circled out under

the hills and was girdled by the Mohawk. It was a lovely village of magnificent elms, of towering pine of the plain, and graceful willow by the river side. The Fort was permitted to rot away, the palisades which had survived the usefulness of protection, now one by one subserved the comfort of the sturdy Dutchman who, by the roaring fire on the immense hearth, smoked his great pendant pipe and drank his schnapps, despising the luxury of the cigar and the effeminacy of tea. Old streets lengthened out, new ones radiated, names changed. The aggressive Yankee interloper came and came to stay and would not be shouldered out. The burgher watched the cavalcade for awhile. But he was a trader, from way back in trading Holland, shrewd, cautious, close, but honest as the sunlight.

So it happened that, as the century drew near to its close, the ending of the 18th, as of the 19th, was marked by the commingling of races and the infusion of new young blood that acted like an elixir to its prosperity. For, despite the suffering imposed upon business by a worthless currency and the erection of a national edifice on lines which were new and experimental and which the genius of Hamilton, Gallatin and John Jay had not perfected into stable government, the town prospered and grew proportionally equal to any in the leading state of the young union.

It was a busy town and a heterogeneous one, in population and architecture. On the old quadrilateral bounded by Front, Ferry and State streets and Washington avenue, the old steep roofs and gabled ended houses, so much derided in later days by Captain Maryatt, who lied more amusingly in his American visit than he did in his English novels, still stood, so massively built with their enormous beams that but for the terrible comflagration of 1819, many would have been standing today. The Dorpian loved his home, endured its ugliness for it was stuccoed with the beauty of youthful memories and family tradition. He met with true Dutch stolidity the sneer of the cosmopolitan bewigged and ruffle-shirted swell from New York. Inside the homely shell there were polished floors, walls and heavily raftered rooms, radiant with cleanliness reflecting in every nook and corner, the living forms of his living and the shadowy outlines of his beloved dead. "Giving him the laugh" never fazed the Mohawker. He met it with the marble heart and smoked placidly on his stoop in homely, but solid comfort.

Business was all centered in the west end. Great storage and forwarding warehouses of Yates, Mynderse, Phynn, Ellice, Jacob S. Glen & Co., Duncan, Stephen N. Bayard, Walten & Co., Luther

& McMicheal stretched from the Frog Alley Bridge, now crossed by the Street Railway Company to the present site of the Mohawk Bridge. Great docks, built on heavy piles, extending out in the stream and a river commerce of grand volume, building up splendid fortunes for its promoters, began to actually whiten the Mohawk with sails of the Durham boat. From near Governor's Lane to the poor pasture, given for the use of the peasantry by the generous provisions of the will of Hans Jans Enkluys, was the Strand. Here was founded, in the last part of the century, an immense boat-building industry.

Nearly all the boats used on the Mohawk and western waters were built at this place. The boat yards were located on what is termed the Strand street on the river, then much wider than now, owing to encroachments and other causes. It was no uncommon sight in the War of 1812, to see from twenty-five to 100 boats on the stocks at the boat yards, extending from near the Mohawk bridge to North street. The boats that conveyed the army of General Wilkinson down the St. Lawrence River were all built at this place; the oak forests of our common lands furnished the requisite materials in great supply. The principal boat-builders were the Van Slycks, Marselis, Veeders and Peeks, although there were others. The boat-builders were generally residents of Front and Green streets.

Encroachments, the building of the Mohawk Bridge, the disappearance of the waters from the face of the earth as in the survival of Noah, and the destruction of forest timber in the Adirondacks, has shrunken the Mohawk tremendously in the century and a quarter since the Revolution. It was then a deep, broad stream, broken by rifts but far scarcer and much deeper than now. It is astonishing as we look at the Mohawk now, to learn what it once was. * * *

In the city, as it was in 1798, business was booming but its centre was along Washington avenue from the Freeman House to Front street and then east to where Front street dwindled into a cowpath. Stores of greater pretensions, the little shops with diamond paned windows set with lead lined the streets. This was no mere way station on canal and railroad as it became in the first half of the coming century, but the head of water navigation, the most important post on the main highway to the far west, as Ohio then was. The young city boomed in the evening of the eighteenth century as it has in the latter quarter of the nineteenth. It was a far more flourishing borough in 1770 than it was in 1870.

"Travel was difficult but brisk. The old stage route from Albany to this city was changed from the twenty mile distance, via the Norman Kil to the direct sixteen mile journey of to-day."

Judge Sanders says: "In the spring of 1793, Moses Beal, who kept a first-class hotel in a large brick building (since then burned down) on the site of the present Edison hotel building, ran a stage for the accommodation of passengers from Albany to Schenectady, Johnstown and Canajoharie, once a week. The fare was three cents a mile. The success of this enterprise was so great, that John Hudson, keeping the Schenectady Coffee House on the southwest corner of Union and Ferry streets, now the property of Madison Vedder, Esq., soon afterwards established a line of stages to run from Albany to Schenectady three times a week. John Rogers of Ballston, ran a line from that place to connect with it, by which a regular communication was first established for the convenience of those who visited the Springs.

"And such was the progress of the new country and the call for facilities, that in 1794 there were five great post routes centering in Albany: The first, to New York; the second to Burlington, Vermont; the third to Brookfield, Massachusetts; the fourth to Springfield, Massachusetts. On each of these routes the mail was carried once a week. The fifth route was via Schenectady, Johnstown, Canajoharie, German Flats, Whitestown, Old Fort Schuyler, Onondaga, Aurora, Scipio, Geneva, Canandaigua and subsequently extended to Buffalo. The mail on this route was carried once in two weeks by Thomas Powell, Aaron Thorpe, Asa Sprague and others in partnership with them, west of Utica, where the leading proprietors of this last route, under whose management its business became simply immense, so much so, that during the War of 1812, it was no uncommon scene to witness from eight to twelve stages on the Scotia dyke, leaving or entering Schenectady at one time; and in one instance, as many as fourteen were counted in a continuous line."

Meanwhile the burgh grew from hamlet to village, and from village to city, harassed with politics and political dissension. Primogeniture, inherited authority, was the curse of New York politics in the eighteenth century, as the Erie Canal is the slack rope on which politicians have danced with the balance pole of patronage in the nineteenth. Judge Sanders has admirably condensed the record of the growth to cityhood and to him history is indebted for the briefest, truest account possible.

Schenectady was not only bright with business but was socially brilliant. Officers and men of the Revolution had re-

turned from the war to the sweet peace of home in the quiet evening of the century. They were honored, feted and toasted as the old boys of the G. A. R. are now. They were carried in carriages at the close of the century in every Fourth of July procession, and one by one they dwindled away until the last survivor, Nicholas Veeder, a centenarian, will be remembered [in 1902] by many under half a century in age.

The aspect of the town changed rapidly. In architecture the gambrel roof of which some have survived the terrible fire of 1819, supplanted the old Holland peaked roof style. The city took on municipal airs and graces, Union College was founded, located in a building less than the size of the Classical, and planted on the corner where Mr. Howland Barney now [1902] lives. The style of dress was sobering down. The gorgeous colors, the silks and satins, laced wrist bands, gorgeously flowered vest and the gold trimmed cocked hat and clocked silk stocking gave way to more sombre hues. Still that grand traditional humbug, the "gentleman of the old school" was still a gorgeous sight in his wide-skirted, flaring tailed coat, his black cocked hat, silver-buckled shoes and stockings neatly tied with a ribbon at the knee. The powdered wig had just gone out, the hair was banged in front and tied with a queue. So grandly garbed, the prosperous merchant, doctor, lawyer and divine strutted with a stately elegance at which one would smile in these practical days. With uplifted hat and teetering heels he would fire double-barrelled compliments at women in starched petticoats and balloon hoops, talk in Johnsonian stilted sentences, and swinging his gold-headed cane with which Sir William Blackstone had just said he might and did lawfully correct a wayward wife. A great sight Schenectady must have been in the babyhood of its cityhood.

The great resorts were Hudson's tavern (Anthony Hall), Church's, where now is Myers Block and No. 7 State Street, the old Bradt House recently torn down by its owner, Mr. Lyon. The old and young beaux, the swells of that day, gathered mostly at Hudson's, and high rollers they were, those gentlemen of the old school.

The headquarters of politics, which ran high and were very bitter, was in the Ellice mansion and the little office on the corner of Governor's Lane. There Chief Justice Robert Yates and Joseph, his cousin, the future governor of New York, with kindred Democrats, plotted and planned as now, running the political machine for this whole section of the country. Thither came that wily Mephistopheles, who in the morning of the nineteenth

century shot Alexander Hamilton, the fascinating rascal at whose coming all our great-grandmothers and grand-aunts were sent up into the garret out of harm's way, of whom in his old age, old Madam Jumel said that the clasp of his hand would thrill any woman—the wicked Aaron Burr.

But there were others and an emigration that Schenectady did not covet. They settled on Albany Hill in the region where is now the East Avenue Presbyterian Church and eastward in the sand in which they burrowed like human coyotes. A dark, swarthy race, with straight hair, high cheek bones and copper complexion. They were called "Yanses," why none can positively say, but the generally adopted theory of their origin was undoubtedly the nearest to correctness. Janse is Dutch for John's son. It was asserted that they were the descendants of the renowned Sir William, His Majesty George III's satrap, the great Mormon of the northern wilderness and his Indian wives.

They were a violent contrast to the grand gentlemen of the city beneath. They burrowed in the earth, lived in sand caves, wove baskets and did odd jobs, any old thing for a living. There was no rose lane that led to their doorways, though there was an avenue there, not of "Araby the Blest," but of Stone Arabia, the squaw land up the Mohawk, from which they came. They bore, some of them, good old Dutch names, traces of their gypsy-like hue and features are recognizable to old inhabitants now and stand out in hair and complexion among some of our respectable and respected citizens. Let none have the heart or courage to call a man a "Yanse" now. The question was put by a venomous client into the mouth of an eminent lawyer from abroad and was, in his innocence, addressed to a copper colored witness. "Are you a Janse?" The county judge promptly called down the counsel and compelled him to apologize. It was promptly done and well it was, for a pair of swarthy hands would have been at the lawyer's throat the moment he got into the street.

The race is fading out into the white man's skin and the darkest brave died long ago. A couple of decades more and there will not be a trace of this Indian gypsy people.

On the alluvial banks of the river, all was totally different. There was no sand to burrow in but the grandest soil for cultivation. It had been superb territory for corn, long before the footstep of the coming citizen had placed its imprint upon it. The Mohawk farmer utilized it industriously and successfully, not only for the food products of life, but established a broom making industry that in the coming century supplied almost all of the

United States. Factories were built all around the outskirts of the city; Rotterdam and Glenville had scores of them. Large fortunes were made in the business. Most of the labor saving machinery was invented here. But we built the Erie Canal, giving the city a short and evanescent boom. Railroads gave freight facilities. The rapidly increasing population in the west, which, in after years with its marvelous soil that, "when you tickled it with a hoe it laughed with a thousand flowers," picked up the industry from the eastern emigrant. In the middle of the 19th century, the business was knocked out of sight. There is but little left of it. What there is still demonstrates that Schenectady county makes the best brooms on earth.

So in 1798, the young city soon came to be known as the "Ancient," by the reason of its early incorporation by the State and was born on a soil already replete with the solid basis of actual and thrilling history, with the charm of interesting tradition, with the reputation of its merchants for integrity and financial stability, unsurpassed in the young land. Fringed on the sandy east by the narrow belt of the squalid "Janse," bordered on every point of the compass by the independent well-to-do, the honest and respected farmer, she left the village life and [in 1798] entered on a municipal career that was destined a hundred years later to change her name from the "Ancient" to the "Electric City" and to attract the attention and admiration of the scientific and inventive world.

JUDGE PAIGE HOME.

One of the finest old houses of Schenectady, located in the Colonial city section. Many famous visitors to Schenectady, in the early half of the nineteenth century were entertained here, including Lafayette on his visit to America in 1825.

CHAPTER 79.

1784-1800—RESETTLEMENT OF ONEIDA COUNTY AND GREAT WESTWARD EMIGRATION.

The following concerning the westward emigration and the settlement or resettlement of Oneida County is from Wager's "History of Oneida County":

The "Old French War", the travel up the Mohawk and through New York, the trade with the Indians, the early settlement around Fort Stanwix from 1760 to the summer of 1777, the siege of that fort, the battle of Oriskany, and the war of the Revolution, all gave Central New York a prominence in the history of the country not surpassed by that of any other section of the Thirteen Colonies. These historical facts made the territory of the Oneidas (now Oneida County), its streams, location, scenery, soil, its beauty and fertility, as familiar as "household words" to the people down the Valley of the Mohawk, but more especially to those of the New England States, whose men had been in trade, travel, and war through this section. The Revolutionary war had closed but a few months before men past middle life, with large families, broke up their old homes in New England and made their way on foot, in ox carts, and by canoes up the Mohawk, to found new homes and make permanent settlements in the region now marked by the boundaries of Oneida County. Overleaping the Mohawk settlements [of the Dutch and Palatines] and pushing their way into the wilderness thirty miles westward from the nearest neighbor and habitation, they commenced anew the battle of life, to fell the forest, clear up the land, till the soil, erect log cabins, and to eventually make the wilderness to blossom like the rose, and in place of the forest, the savage, and wild beasts, make it the abode of a civilized and an enlightened race and to be occupied by cultivated fields, by towns, villages and cities. Peace was concluded in September, 1783; the United States armies disbanded in December thereafter, and in March, 1784, emigration commenced its course from New England to flow towards the setting sun and to settle in the former territory of the Oneidas.

In April, 1783, Congress issued its proclamation announcing

a cessation of hostilities. In the summer of that year Washington visited this locality. * * *

In the spring of 1784 emigration commenced. The first to start from New England was Hugh White. He had been selectman of Middletown, Connecticut, from 1779 to 1783, and was commissary in the army of the Revolution during a portion of the war. He became part owner of the Sadequahada patent, along with Zephaniah Platt (father of Judge Platt), Ezra L'Hommedieu, and Melancthon Smith, and by an arrangement between them, the owners were to meet on the patent in June, 1784, at the mouth of Sauquoit Creek (Whitesboro), and divide the land among themselves. Mr. White started from Middletown in April or May, 1784; at that time he was fifty-one years old and had eight children. Four sons, one daughter and a daughter-in-law, accompanied him on his journey up the Mohawk. One of the sons, with two yokes of oxen, preceded him by land to Albany, where they met, and thence with the teams, they kept even pace with the Batteau up the Mohawk. As the party proceeded they found on their way many farms which had been devasted and abandoned and the charred remains of buildings, all of which told a sad and fearful tale of the ravages of war and the sufferings of the inhabitants of the Mohawk Valley. At a vacant farm known as "Shoemaker's", near the present village of Mohawk, in Herkimer County, the party stopped to plant corn. It was a thoughtful measure, inasmuch as the pioneers were going to a region covered with a forest. This "Shoemaker's" was the same place where Walter N. Butler, Han Yost Schuyler and others were arrested just after the battle of Oriskany, as narrated in a former chapter. The time the party was thus engaged in planting corn was about May 20, 1784. While thus engaged, another party of pioneer emigrants on their way up the Mohawk from Connecticut passed the White family, and became in fact the first actual settlers in Oneida County. The names of those comprising the second party will be given later on. When the corn was planted, the White family moved on and arrived at Whitesboro June 4, 1784; another account says June 25. That summer Hugh White built a log house and a log barn, partitioned the land with the other owners, cleared off a few acres, and then returned to "Shoemaker's" in the fall, to gather the crop of corn planted in the spring. It was a good yield. In January, 1785, Mr. White returned to Middletown for his wife and other son and the two daughters and then came back to his new home in the wilderness. For years thereafter all of the state west of Utica

(Photo by C. K. Frey. Courtesy Utica Chamber of Commerce.)

THE BARON VON STEUBEN STATUE.

This statue of "The Drillmaster of the Revolution" stands at the junction of Genesee Street and the Parkway in Utica. Baron Steuben settled north of Utica after the Revolution. Von Steuben laid the corner stone of Hamilton Oneida Academy in 1793.

WHITESBORO 1784 SETTLEMENT MONUMENT.

In the village square, commemorating the settlement here of Hugh White in 1784. The old Oneida County court house (now the village hall) in the background.

was known as the "Whitestown Country". It is glory enough for all future generations to be thus honored, aside from other honors so nobly earned, so rightly deserved, and so worthily bestowed.

The persons who passed the White family at "Shoemaker's" as before stated, were James Dean, Andrew Blanchard, and Jedediah Phelps. They started from Connecticut in April, 1784, and reached Schenectady May 3, and thence proceeded via Mohawk River, Fort Stanwix and down Wood Creek to a point near its junction with Fish Creek, where they arrived May 13, 1784. The Oneida Indians had the year before given to Mr. Dean a tract of land two miles square, with the right to make the selection anywhere in their territory. He selected the tract within what is now the town of Vienna, north side of Wood Creek, about a mile from its junction with Fish Creek. It was an unfortunate selection, as it turned out. Mr. Phelps was a silversmith and brass founder and he intended to manufacture rings and brooches for the Indians and Indian trade. Mr. Dean erected a log house close by Wood Creek, and Mr. Phelps built a log shop near by for his business; they made a small clearing and then and there commenced the first actual settlement of Oneida County, after the Revolution. At that time Mr. Dean was unmarried and not quite thirty-six years old. Mr. Phelps was thirty-one, had a wife and two children, the oldest six and the other four years of age. Andrew Blanchard eventually located in Kirkland, and in 1788 was married in that town to Anna Cook. In the same year that Hugh White located at Whitesboro, and Dean and Phelps in Vienna, the three families, Damooth or Damuth, Real, and Weaver, who had settled in Deerfield in 1773 and were driven out in 1776, came back to Deerfield Corners and located, bringing with them George Damuth.

All of these families had seen service in the War of the Revolution and all were true patriots. Mark Damuth (who came in 1773) was captain of a company; Mr. Weaver (or Weber) was taken prisoner near Herkimer by a band of Tories and Indians and taken to Canada, and for nine months was confined in prison in Quebec, and so closely that he did not for that time see the sun, moon, or stars. From Quebec he was taken to England and there detained two years. Descendants of those and other Weavers who came to Deerfield yet reside in Deerfield and in Utica and are prominent citizens; worthy sons of patriotic sires. Real Creek, which empties into the Mohawk opposite Utica, re-

ceived its name from that Jan Christian Real whose house stood upon its bank when it was burned by the Indians in 1776.

The next thing of importance, in the order of time, which occurred within the present limits of Oneida County was a treaty with the Indians at Fort Stanwix. The state and national governments were not as yet in good working order, and the relations of each towards the various nations of the Iroquois Confederacy were not well defined or agreed upon. The Indian commissioners in behalf of the State of New York were trying most of the summer of 1784 to get a council of the Six Nations convened, with a view to treat with them. In the meantime Congress was moving in the same direction and for a similar purpose. The Indians kept aloof and were adverse to treating with a state, but generally disposed to meet "thirteen fires" and hold a treaty of peace jointly with them. The state and national authorities were seemingly but not actually in collision with each other. The 1st of September, 1784, the State Board of Commissioners met at Fort Stanwix deputies from the Mohawk, Cayugas, Onondagas, and Senecas. The Oneidas and Tuscaroras held back, but after a while deputies from those two nations came in. It was October 22, 1784, before a treaty was made, and then only as to giving up captives and regulating boundaries. Brant, Red Jacket (a Seneca chief), and Cornplanter, and Governor Clinton, La Fayette and others were present, and also other notable personages. Red Jacket made a fiery and eloquent speech against the Indians ceding any of their lands. Brant left before the session was concluded to go on business to Canada, and nothing particular was accomplished except to fix the western boundary of the Six Nations. No land was ceded. The United States commissioners were Oliver Wolcott, Richard Butler, and Arthur Lee. That treaty was made with the United States and not with the state, and it was the first treaty made by the Six Nations with the United States after the war.

In 1785 there joined the "Whitesboro Colony" Amos Wetmore and Lemuel Leavenworth, from Middletown, and possibly Nathaniel Loomis and Roswell Goodrich in that same year. Mr. Wetmore had a large family and located east of Sauquoit Creek; he had been in the Revolutionary war. In the spring of 1785 Mr. Dean and Mr. Phelps found the waters of Wood Creek rose so high as "to drown them out". They were obliged to seek refuge in the garret of the house, on account of the rise of the water, and by means of a ladder placed on the outside descend into a boat and row to Mr. Phelps' shop to cook their meals. That would

not answer their purpose, and so Mr. Dean that fall obtained consent of the Oneidas to make another selection. This time he selected a tract in what is now the town of Westmoreland, ever since known as "Dean Patent". He returned to Connecticut, and in 1786 married and came back in that year with his wife, both on horseback. In the meantime Mr. Phelps, in the spring or summer of 1785, also changed his location by moving up stream to Fort Stanwix and building a log house and shop on the banks of Wood Creek, near the site known thirty years later as "the United States Arsenal". When he came to Fort Stanwix, Mr. Phelps said there was but one other white man here (and he a Frenchman, living with the Indians). Mr. Phelps carried on his trade and business at that location for about fifteen years thereafter. July 4, 1786, a third child was born unto him; three other children were born unto him in this new home. About 1800 he moved to what is now the town of Verona, and in 1802 was elected its first supervisor, moved to Orleans County, and died there in 1849 at the age of ninety-six years, with a mind quite clear for one of his years. He was the first setler of what is now Rome after the Revolutionary war. A grandson of his married a sister of the mother of Mr. Harvey S. Bedell, a Roman.

In 1786 a survey of Cosby Manor and a map of it were made by John R. Bleecker, son of Rutger Bleecker, one of the owners. On that map appear two log houses located near the ford across the Mohawk on the east side of Genesee street and one house on the west side of that street. Improvements had also been made a little further westward, somewhere between the present lines of Broadway and State streets; and there were also improvements near the present eastern limits of Utica. The occupant of the house nearest the river, on the east side of Genesee Street, was John Cunningham, his neighbor beside him being George Damuth. Bagg's Pioneer says: "The resident on the opposite side of Genesee Street was Jacob Chrisman. The settler towards the west was McNamee, and the clearings on the eastern borders of the city were designated as those of McNamee, and Abraham Boom." Moses Foot, who settled in Clinton in 1787, while on his way there, slept in the log house belonging to John Cunningham, one of these early settlers, who informed Foot that he (Cunningham) had half an acre cleared in 1785. Hendrich Salyea was another settler there in 1787. The father of Pomeroy Jones, who passed through Old Fort Schuyler (Utica) in January, 1787, to Dean Patent, says there were then three log houses at Old Fort Schuyler. The foregoing settlers around Fort Schuyler were not

permanent; they were men mostly engaged in boating or in Indian trade. The house above mentioned as being occupied by Jacob Chrisman, west of Genesee Street, must have been occupied in March, 1788, when Whitestown was formed, by William Cunningham, for the line between that town and Herkimer "crosses Mohawk River at the fording place near the house of William Cunningham, leaving the same house to the west of that line"; so that act of 1788 says.

It is not possible at this late day, and with the scanty material at hand, to locate the exact date, nor the priority of their coming to Oneida County, of those who came along in 1785, 1786, and 1787. The United States census of 1790 * * * will tell very nearly who were here on the first Monday in August, 1790. It is pretty well established that those whose names have been already given were in this vicinity as stated. It is also pretty certain that about 1786 Gen. George Doolittle came from Middletown to Whitesboro, and there located; he was twenty-six years old, yet he had served in the Revolutionary army; he became a prominent personage in Oneida County.

Along about 1785 [Jones says 1784] there also came to Deerfield [present Utica] another colony of emigrants from down the valley, viz.: Peter, Nicholas, and George Weaver, George Damuth, Nicholas and Philip Harter. Nicholas Harter married a daughter of Capt. Mark Damuth. When Nicholas Harter was a lad he was perfectly familiar with all of the paths and Indian trails which led up the Mohawk, and across the country to Canada via Black River, or via Oneida Castle to Oswego. Both of the Harters and the Weavers were in the Revolutionary war, as were about all of the Mohawk Dutch. Nicholas died July 25, 1854, aged ninety-four years.

It will be borne in mind that in 1786 Cosby Manor was brought into market, and that Oriskany Patent was divided and parts sold, and many other patents had been granted; and that Baron Steuben, Colonel Willett, George Washington, Governor Clinton, and other notable personages were owners of land in Oneida County; and hence the foregoing were inducements for settlers to locate in this part of the state. Most of those lands were about that time offered to settlers.

The next settlers in what is now Oneida County came from Connecticut in 1785 or 1786, and located in the shadow of Fort Stanwix. They were all related to each other by blood, or connected by marriage. Their names were as follows: Willett Ranney, Sr., with a family of eleven children, all grown to

maturity, and the most if not all married; Seth Ranney, one of the sons, with wife and children, located northeast of the present Rome Court House on or near the site of the late residence of G. N. Bissell. Willett Ranney, Jr., another son, and his family; also Nathaniel Gilbert and David I. Andrus, both of whom had married in the Ranney family, and had been in the War of the Revolution. In January, 1787, there came Capt. Nehemiah Jones, father of Pomeroy Jones, and also Ephraim Blackmer, at the same time, from Berkshire County, Massachusetts, and located in Oneida County. Mr. Blackmer came in advance with a horse team, bringing the families; Mr. Jones followed with an ox team, with beds, provisions, and clothing. Mr. Blackmer had a wife and two children; Mr. Jones had a wife and one child. They settled upon Dean's Patent in Westmoreland. Both had rendered service in the Revolutionary war. That same winter and in the spring of 1787 Joseph Jones and Joseph Blackmer, Jr., came from Berkshire County and settled on Dean's Patent, and perhaps also William Dean, brother of James.

Isaac Johns, a soldier of the Revolution, came from Berkshire County, Massachusetts, in 1787, and for a short time located in Clinton, in this county, and then moved to Westmorland from Berkshire County, Massachusetts, in the spring of 1787 and located near Lairdsville. In the same year [1787] there located in Kirkland [township] Moses Foot and family, Barnabas Pond, James Bronson, Lewis Sherman, and Solomon Hovey; and possibly the same year Ludlim Blodgett, Timothy Tuttle, Samuel Hubbard, Randall Lewis, Cordial Storrs, John Bullens, and Captain Cassety.

Before Whitestown was organized as a town (March 7, 1788) there was living therein, and near Fort Stanwix, William Colbraith (or Colbreath). The year he came cannot now be stated. He was captain of a company under Peter Gansevoort, in the Sullivan expedition of 1779 against the Indians in the western part of New York. He was the first sheriff of Herkimer County in 1791, and then resided near Fort Stanwix as above stated. He was also first sheriff of Oneida County, in 1798. He cannot be traced further. [He wrote the famous diary of the siege of Fort Stanwix, published in Chapter 64.]

In the spring of 1787 Gen. Oliver Collins, with his wife and two children, came from Connecticut and settled upon the Middle Settlement road, leading from Whitesboro to Middle Settlement. While in his teens he enlisted in the Continental army and ren-

dered faithful service during the war; he was at the battle of Saratoga under General Gates. He came from the war a sergeant.

There was another settler in what is now Oneida County prior to the time Whitestown was organized into a town, named Archibald Armstrong. He located at the junction of Wood and Canada creeks, in what is now the town of Rome. He was great-grandfather of Jonas W. Armstrong of Rome, and of William C. and David Armstrong of Annsville; he was twice married; his first wife was a sister of Heinrich Starring, a prominent personage in the Mohawk Valley in the Revolution, and the first judge of Herkimer County when that county was formed in 1791. That Armstrong came originally from Pennsylvania, later from down the Hudson, and still later from the Mohawk Valley. On the 26th of August, 1775, the Tryon County Militia was organized into four battalions, and that Archibald Armstrong was second lieutenant in the Eighth Company of the Fourth Battalion, of which George Herkimer (brother of the general) was captain, and Han Yost Herkimer (another brother of General Herkimer) was colonel. This was in the German Flats and Kingsland district. On the 25th of June, 1778, new appointments were made and the nine companies organized in August, 1775, were reduced to seven in about eighteen months of active war. The name of Herkimer entirely disappeared from the rolls after the battle of Oriskany. The most of the loss was sustained in this battle. [Several Herkimers appear in Willett's regiment of levies, 1781-1783.]

It is traditionary in the family that Archibald Armstrong served in the army during that war, down the valley. The military records at Albany show that a man by the name of Archibald Armstrong was a soldier in the Revolutionary war, in Captain Telford's company, in a regiment belonging to Orange County, under command of Col. John Hallern; also, that a person of the same name was in Capt. Abraham Westfall's company belonging to a regiment in Dutchess County, under command of Col. Albert Pawling; also in Capt. James McBride's company belonging to the Second Regiment of Ulster County, under command of Lieut.-Col. Jacob Newkirk; also in Capt. Richard Bailey's company of the Orange County regiment under command of Lieut.-Col. Henry Wisner, or Col. John Hathern, and that those persons were employed in actual service.

CHAPTER 80.

HISTORY OF THE MOHAWK VALLEY FROM 1784 TO 1825.

GREAT IMMIGRATION AND MIGRATION PERIOD THROUGH THE MOHAWK VALLEY, FOLLOWING THE CLOSE OF THE REVOLUTION IN 1783—SETTLEMENT OF ONEIDA COUNTY IN 1784—RESETTLEMENT AND REBUILDING OF THE VALLEY—FORT STANWIX INDIAN COUNCILS OF 1784 AND 1788—HERKIMER COUNTY FORMED, 1791—1795, SCHOHARIE COUNTY FORMED—1797, WESTERN INLAND LOCK AND NAVIGATION COMPANY IMPROVEMENTS TO MOHAWK RIVER NAVIGATION—1795, UNION COLLEGE CHARTERED—1798, SCHENECTADY MADE A CITY, UTICA A VILLAGE, ONEIDA COUNTY SET OFF—1800, MOHAWK TURNPIKE, SENECA ROAD, GREAT WESTERN TURNPIKE CHARTERED—1809, SCHENECTADY COUNTY FORMED—1812, HAMILTON COLLEGE CHARTERED—1812-1814, GREAT MOVEMENT OF TROOPS THROUGH THE MOHAWK VALLEY IN SECOND WAR WITH ENGLAND—1817, BEGINNING OF WORK ON THE ERIE CANAL AT ROME—1823-1825, JOSEPH C. YATES OF SCHENECTADY, GOVERNOR OF NEW YORK—1825, ERIE CANAL COMPLETED, ALBANY TO BUFFALO.

The following chapter covers the main historical events from the close of the War of the Revolution in 1783 until the completion of the Erie Canal in 1825. Only the chief historical points in the Mohawk Valley, during this period are covered, because most of them are elaborated and given full description, together with secondary events, in the special chapters covering this important time. Such chapters are turnpike, bridge and canal building, War of 1812 and militia training, etc. The special events pertaining to the Mohawk River towns and villages are given in the chapters devoted to each town. Therefore the period chapters, from the close of the Revolution in 1783 to the present writing, in 1925, are briefly summarized. As covered in Chapter 79, the Mohawk Valley witnessed an immense tide of westward immigration during the period from 1784 to 1825, in which time the Valley itself was resettled by former pioneers and settled by new ones, largely from the New England States who located particularly in the great western county of Oneida, which was settled and resettled in 1784. This subject is treated in Chapter 79 on the Settlement of Oneida County and the Great Western Migration, as well as in the historical portions of the chapters on Utica, Whitesboro and Rome.

COL. BROWN MONUMENT.

In the graveyard of the Stone Arabia Reformed Church. Photo by courtesy of Rev. W. N. P. Dailey, New York.

STONE ARABIA REFORMED CHURCH, 1788.

Frame church, on this site, was burned in Johnson's great raid of 1780 through the Schoharie and Mohawk Valleys. Canajoharie D. A. R. monument, in front of church, commemorates fifty Revolutionary soldiers buried in the Church graveyard.

In 1784, James Deane and Jedediah Phelps located at Wood Creek. They were the first settlers of Oneida County after the Revolution. The Weaver, Reall and Damuth families resettled their old lands at Deerfield Corners, now Utica, and Hugh White and his family located at Whitesboro.

On April 2, 1784, the New York Legislature enacted a law by which the name of Tryon County was changed to Montgomery, in honor of Gen. Richard Montgomery, who fell in the attack on Quebec in 1775. The name of the British governor Tryon had been obnoxious to the patriot Americans of the Valley, all but a small part of which was comprised within this county, set apart from Albany, through the influence of Sir William Johnson, in 1772. Beginning with 1784, the settlers and newcomers repaired the ravages of the late war so that the Mohawk Valley soon began to resume its former opulent aspect of Colonial days, at least in many places. From a 1783 population of 3,000 west of Schenectady, Tryon County gained so rapidly in population that, by 1786, it had 15,000 people within its vast extent. In 1784, Judge James Duane became the first American mayor of New York. Following the British evacuation, Duane founded Duanesburgh and passed his last years in Schenectady.

The treaty of 1783, between the United States and Great Britain did not include the Indians of the Six Nations. A great peace council was here held at Fort Stanwix, December 2, 1784, at which a treaty was signed. The Six Nations ceded all their lands along the Ohio to the United States and arranged to give up their war captives.

In 1785, the Oneidas and Tuscaroras held a council with the state authorities at Fort Herkimer, by which all their territory, between the Chenango and Unadilla Rivers was ceded to New York State.

In 1785, Schenectady Academy was formed. Ten years later this had developed into Union College. The Reformed Dutch Church of Schenectady was chiefly instrumental in this important educational movement, the first in the Valley.

In 1785 the blockhouses and palisades of the Lower Schoharie Fort were razed and the Old Stone Fort became again the Schoharie Reformed Church. It continued as such until 1844, when a new Reformed Church was built in the village of Schoharie, some distance south of the first church.

In 1785 James Deane and Jedediah Phelps located at Fort Stanwix after making an unsuccessful settlement on Wood Creek westward in 1784, from which they were driven by high water.

In 1786 Dominick Lynch, a New York merchant, bought what was known as the "Expense Lot" here of 397 acres. He later bought 2,000 acres for £2,250 and laid out a village site in 1796, calling it Lynchville.

In 1786 there were three log houses at Old Fort Schuyler, on the site of present Utica, occupied by families by the names of Damuth, Christian and Cunningham. Settlers came gradually to this point and it did not begin to develop rapidly until about ten years later.

In 1787 the Reformed Dutch Church of Middleburg was built. The former church had been burned in Johnson's great raid of 1780. The Schoharie Valley was also beginning to recover from the terrific ravages of the Revolution.

In 1788 the Stone Arabia Reformed Dutch Stone Church was built and still stands as a reminder of those sturdy times.

In 1787 there were seven log cabins of pioneers at Fort Stanwix.

The great treaty of 1788 at Fort Stanwix between New York State and the Six Nations ended the power of the latter as a nation in the United States. The State Iroquois accepted State reservations and gave up title to their lands in New York State to the extent of over 4,000,000 acres. This territory was claimed by Massachusetts, which state sold the land. It was thus opened up to settlement and a great movement of immigration started to it, largely through the Mohawk Valley.

The proceedings ended with the distribution of presents to the Indians and a famous foot race, for which Governor Clinton hung up a buckskin bag containing $250 to a tree branch as a prize. The two-mile race was won by Paul, an Oneida boy, who beat the great Mohawk champion amid great excitement.

Lafayette and several other distinguished Frenchmen and Americans were present.

By three treaties at Fort Stanwix—1768, 1784, 1788—the Six Nations lost their once great empire. The majority of them removed to the Iroquois reservations in Canada given them by the English government.

Elkanah Watson attended this council, out of curiosity having heard of it in Albany. Incidentally he became interested in the navigation of the Mohawk River and a waterway connecting the Hudson with the Great Lakes by way of Wood Creek at Rome. This is covered in Chapter 81 on Mohawk River Navigation.

In 1789 occurred the first division of Montgomery, formerly Tryon County, when the county of Ontario was set off.

In 1790 the New York Legislature appropriated £100 to erect a bridge over the East Canada Creek. On or before this date a bridge had been constructed over the Mohawk at Little Falls, which was the first built across our river at any point.

In 1790 mail stages began running from Albany to Schenectady to Johnstown to Canajoharie. This event, together with the building of bridges ushered in our present great era of transportation in the Mohawk Valley.

In 1790, John Post, Utica's first great merchant, settled at Old Fort Schuyler and the settlement seems to have boomed following his location there. Post established a line of Mohawk River freight and passenger packets running between Old Fort Schuyler and Schenectady.

In 1791 Herkimer County was set off from Montgomery. Present Oneida County then became part of Herkimer.

In 1792 the Western Inland Lock and Navigation Company was chartered, for the development of navigation on the Mohawk. Elkanah Watson was the promoter of this enterprise, having enlisted General Philip Schuyler in the project. In this year, the present Stone Arabia Lutheran (frame) Church was erected. In 1792 a bridge was built over the Mohawk River, near present First and Second streets in Utica. A stage route was established running from Albany to Schenectady to Old Fort Schuyler (Utica) and Whitesboro.

In 1792 Joseph Brant, the Mohawk chief and raider of the Revolution, went through the valley from Canada on his way to Washington. He narrowly escaped hanging by a band of infuriated Palatine farmers.

In 1793 bridges were built over both the East Canada and West Canada creeks and the development and use of the north shore highway increased thereafter. Up to this time, the south shore highway had been the one most generally used. The stretch along the high hill, on the north river bank in the present township of Manheim, Herkimer County, had been only a horse path up to about this time. Samuel Kirkland obtained a charter for his Hamilton Oneida Academy (later Hamilton College) on January 29, 1793.

In 1794 the Albany to Whitesboro stage was extended westward to Geneva. Already the "Genesee Road" was a rude but greatly traveled national highway. On the present Hamilton College campus, Baron Steuben laid the cornerstone of Hamilton Oneida Academy on July 1, 1794. Hamilton was one of the original trustees. (See Chapter 107 on Hamilton College.)

GENERAL COCHRAN HOUSE, 1790.

Home of General John Cochran, Director-General of American Revolutionary army hospitals and close friend of General Washington. Gen. Cochran married Gertrude Schuyler, sister of Gen. Schuyler, who was a frequent visitor here. Mrs. Cochran was an aunt of Alexander Hamilton, also a visitor here. Photo by Willis Bullock, Canajoharie.

OLD COURTHOUSE, SCHENECTADY

Built as the Schenectady County Court House in 1808. Now the City Education Building.

In 1795 the first newspaper in the Mohawk Valley was established at Whitesboro. The Utica Observer-Dispatch is a descendant of this first valley journal.

In 1795 Schoharie County was formed. The greater part of this new division had formerly been included in Albany County.

Union College, Schenectady, was created in 1795. This was the first important step in higher education made in the Mohawk Valley up to this time. The question of an academy at Schenectady had been agitated ten years prior to the Revolution. (See Chapter 106 on Union College.) In 1796 the "Mohawk Mercury", the second newspaper to be established in the Mohawk Valley, was first printed at Schenectady.

River, bridge and highway improvements of 1797 boomed Utica, which became a great travel center by both routes. In that year $2,200 was appropriated by the state for the improvement of the "great Genesee road" between "Old Fort Schuyler" and Geneva. From this great road, Utica's city section, Genesee Street takes its name. The same year a river bridge was erected at the foot of Genesee Street at a cost of $400.

The Inland Lock and Navigation Company had been working several years on its Mohawk River improvements. By 1797, locks and canals had been completed at Little Falls, Wolf's Rift and Rome. For twenty-eight years, or until the completion of the Erie Canal in 1825, the Mohawk River was an important waterway transportation route. The larger Durham and Schenectady boats now superseded the batteaux of Colonial and Revolutionary days.

In 1797 Schenectady purchased two fire engines, which were the first in the valley. They were bought in London. In 1798 the city had two fire companies.

Schenectady became a city in 1798, with Joseph C. Yates (later Governor) as its first mayor. Schenectady was then considered an ancient city among American towns, being 137 years of age when it received its city charter. More time had elapsed, from the time of its settlement in 1661 to the year of its charter in 1798, than has passed since the latter year and the year of this writing, 1925.

In 1798 Oneida County was formed and, on April 3, 1798, Old Fort Schuyler was incorporated as a village with the name of Utica. Utica and Whitesboro were the county seats or "shire towns" until 1854, when Utica and Rome became the half shire towns with courts held at both places. There were 50 houses and

over 300 people in Utica in 1798, the year of its incorporation as a village.

In 1798, Moses Bagg, a blacksmith, opened the original Baggs Hotel. The present south end of the Baggs was built (1813) around the first log structure without interruption to business and Baggs Hotel is probably the oldest large hotel, with a continuous existence, in the United States.

In 1798 a bridge was built over the Schoharie River at Fort Hunter, which was a great improvement in transportation by way of the south shore highway.

In 1800 the Mohawk Turnpike was incorporated and work began on the improvement of this great national highway, between Schenectady and Utica. In the same year the Seneca Road was chartered running westward from Utica and the Great Western Turnpike, running from Albany westward on the same route as the road of that name of today, which generally follows the Schoharie and Susquehanna side of the Mohawk divide ten or fifteen miles south of our river. These highway developments were a great step forward in valley transportation. The new improved roads were crowded with traffic and turnpike inns sprang up on an average of one in every mile.

By 1800 the population of the six Mohawk Valley Counties numbered 72,522, including 1,352 slaves.

In 1801 the name of Weiserdorf was changed to Middleburg.

In 1803 the first bridge over the Mohawk at Canajoharie was constructed.

Fairfield Academy opened its doors in 1803. Its founding was of equal importance with that of Union Academy in 1785, Union College in 1795, both at Schenectady, and Hamilton Oneida Academy at Clinton in 1794. Fairfield Academy later added a medical department which was the first medical school in the state west of Albany. Fairfield played a great part in educational work in the first half of the Nineteenth Century and educated many Mohawk Valley men and women who later occupied a high position in our valley life and history. Its passing was but the natural outcome of the development of the free school system and the passing of the academies and seminaries, which correspond somewhat, in a lesser way, to our present high schools.

About 1800, cheese making for the market developed north of Little Falls. Glove making began to assume the importance of an industry in Kingsborough (Gloversville) between 1805 and 1810.

In 1804 General William Floyd, a signer of the Declaration of Independence, settled at Westernville, Oneida County, where he died in 1821.

In 1806 the first bridge across the Mohawk at Fort Plain was built. A woolen factory was established at Frankfort in 1807. Herkimer became a village in 1807.

The year 1808 witnessed the establishment of the great cotton cloth (white goods) industry of Utica when the first New York Mills factory was established. Johnstown became a village in 1808. In 1808 the celebrated wooden suspension bridge was built across the Mohawk River at Schenectady. This was a most important step in highway transportation in the Mohawk Valley. It is described in Chapter 83 on Mohawk River Bridges. In 1808, the preliminary survey for the Erie Canal was made over its later route, including that through the Mohawk Valley. Rev. Samuel Kirkland, the noted missionary to the Oneidas and founder of Hamilton College, died at his home which he had built, in 1794, on the east side of College Hill, Clinton.

In 1809, Schenectady County was formed from Albany County with Schenectady City as the county seat. In the same year James Burr and Talmadge Edwards started glove making in Kingsboro (Gloversville).

In 1810, a second survey of the Erie Canal was made. The project then lapsed because of the War of 1812, and was not resumed until 1816.

In 1811, Little Falls was chartered as a village. A bridge was built across the Mohawk, connecting Caughnawaga (Fonda) with present Fultonville, in 1811.

In 1812, Hamilton Oneida Academy at Clinton, became Hamilton College and this famous educational institution of the Upper Mohawk Valley started on its important collegiate career.

Cherry Valley received a village charter, in 1812. In 1813, the village of Whitehall Landing was incorporated, the name being later changed to Whitesboro.

In 1812, George W. Featherstonaugh began agitation for a railroad which subsequently resulted in the chartering of the Mohawk & Hudson Railroad in 1826, and its completion from Albany to Schenectady in 1831. Featherstonaugh, in 1808, built a fine mansion and established a model stock and general farm on the shores of Featherstonaugh Lake in Daunesburgh township, Schenectady County. Featherstonaugh is one of the pioneers of railroading in America. (See Chapter 87 on the Mohawk and

GOVERNOR JOSEPH C. YATES

One of the first trustees of Union College, first Mayor of Schenectady (in 1798) and Governor of the State of New York, in 1823-1825.

Hudson Railroad and the biography of Featherstonaugh in the Biographical section.)

In 1813, the southern section of Baggs Hotel, Utica, was built. It is the oldest hotel in the Mohawk Valley and probably the oldest large hotel in the United States.

The years 1812, 1813 and 1814 covered the War of 1812 and they were busy and important ones for the Mohawk Valley which was again the great warpath of the nation, as it had been during all of America's wars, from the outbreak of King William's War in 1689 to 1814, a period of 125 years. Although our school histories give much attention to the capture of Washington and the battle of New Orleans, the main fighting of the War of 1812 was done on the Niagara, St. Lawrence and Lake Champlain frontiers. As in our Colonial wars and the Revolution, the Mohawk St. Lawrence-Champlain triangle became the defensive military key position of the United States. Troops for the New York frontiers were constantly passing over the Mohawk turnpikes while military supplies and ordnance went westward over the river. The Scotia campground was used by American troops during the War of 1812, just as it had been previously during the Revolution and the Colonial wars. The Mohawk Valley militia, in large numbers, was actively engaged in this war generally on the Niagara and St. Lawrence frontiers.

In 1814, a drummer boy of Frankfort enlisted at the age of 14 years. He was Hiram Cronk, who died in 1904 at the great age of 104 years and was given a great military funeral in New York City, as the last surviving soldier of the War of 1812.

In 1814, after his great victory on Lake Erie, Commodore Perry journeyed eastward, his progress being a series of triumphant ovations. At Utica, Perry embarked on a Mohawk packet boat, gaily decorated for the occasion, and sailed down the river to Schenectady. Here he was met by a committee of patriotic city burghers, one of whom made an address in Holland Dutch, which was then still largely spoken in Old Dorp. (See Chapter 85 on the War of 1812.)

In 1815, the Cohoes Power Company was formed for manufacturing purposes, using a dam already constructed across the Mohawk. Both Little Falls and Cohoes, at about this time, began the development of water power for manufacturing purposes in the Mohawk Valley. In 1815, a girl baby was born at Johnstown, who was to have a great influence on the history of the world. She was named Elizabeth, the daughter of Judge

Daniel Cady, and is now generally known by her married name of Elizabeth Cady Stanton, the pioneer suffragist of America.

In 1816, a young farmer named Eliphalet Remington made his first rifle on his father's farm at Crane's Corners, Herkimer County. In 1831, he removed to present Ilion and started a gun factory and iron works which was the progenitor of the great industries now located at Ilion.

In 1817, the line dividing Herkimer and Montgomery Counties was moved eastward from Little Falls to a line running north along East Canada Creek and southwardly from the mouth of that stream to Otsego County. The township of present Danube, Herkimer County, was then formed from what had previously been Minden Township.

On July 4, 1817, the first work on the Erie Canal was started at Rome, with appropriate ceremonies.

In 1819, Schenectady suffered from a disastrous fire, which destroyed the greater part of its business section and a number of residences. Fort Stanwix was incorporated in 1819 as the village of Rome.

On October 22, 1819, the first Erie Canal boat was launched at Rome to run to Utica as a passenger boat. It was called the "Chief Engineer" and was 61 feet long and 7½ feet wide. On October 23, the first trip between the two towns was made the occasion of a great celebration. In 1820 the Western Inland Lock and Navigation Company sold out to the state, because of the approaching completion of the Erie Canal.

The first bridge over the Mohawk at Amsterdam, was built in 1821.

In 1821, General William Floyd, one of the signers of the Declaration of Independence, died at Westernville, eight miles north of Rome in Oneida County, where he had lived since 1804.

In 1822, Joseph C. Yates, of Schenectady, was elected Governor of New York, serving during the years 1823 and 1824. He was a first trustee of Union College on its foundation in 1795, first mayor of Schenectady in 1798, and the first Governor of New York to be elected from the Mohawk Valley.

In 1823, the Erie Canal was completed eastward to Sprakers Basin, where the boats left the canal and proceeded by river to Schenectady. The village of Bridgewater, Oneida County, was incorporated in 1825. In the same year, a bridge was built over the Mohawk at Yosts, subsequently swept away by high water.

In 1825 the Erie Canal was completed throughout its course, from Buffalo to Albany. On October 26, Governor DeWitt Clin-

ton started east from Buffalo, aboard the "Seneca Chief," for a triumphal tour of the new waterway, then generally called the "Grand Canal". Clinton's trip ended at New York City. This trip was the occasion for great celebrations in all the towns along the line, and none were more enthusiastic in their demonstrations than the towns of the Mohawk Valley, with the exception of Schenectady. The people of Old Dorp keenly felt the loss of their river trade and the ending of Schenectady as the Mohawk River eastern terminal port. Had it not been for the enthusiastic greeting of the Union College cadet company, Clinton's reception would have been a decided frost.

The building of the Erie Canal and its effects are described in Chapter 86 on the Erie Canal. The construction of this great waterway had a tremendous effect in stimulating the growth of New York City and State and particularly the towns on its New York to Buffalo highway and waterway. New York's present position as the world's greatest city is largely because of the Erie Canal, which was only made possible by the Mohawk Valley—Gateway to the West.

The Mohawk Valley towns grew rapidly after the completion of the Erie, and this was particularly true of the "canal towns", located on its banks. The canal brought unforseen changes in agricultural conditions in the Mohawk Valley. The Erie gave the western farmers easy access to the eastern market and the Mohawk Valley farmers found that they could not meet this competition in the raising of wheat. The Mohawk Valley then ceased to be the wheat granary of the United States. Its farmers turned to the raising of general crops, hay, broom corn, and hops and to dairy farming and cheese-making. A new American industrial and commercial era dawned with the completion of the Erie Canal through our Valley.

This period of our Valley history marked the passing of those Revolutionary soldiers and mighty hunters of whom Tim Murphy, of Schoharie, and Nick Stoner, of Johnstown, are the most noteworthy. Both were picturesque characters whose deeds form most entertaining reading. Simm's "Trappers of New York" is, in reality, a biography of the famous Stoner, while Paul B. Mattice's "Life and Adventures of Timothy Murphy," tells of the Schoharie hero.

CHAPTER 81.

MOHAWK RIVER NAVIGATION.

1609-1825—TRAFFIC AND TRAVEL ON THE MOHAWK RIVER—CANOES, DUGOUTS, SKIFFS, BATTEAUX—CARRIES AT LITTLE FALLS AND WOOD CREEK—1792, INLAND LOCK NAVIGATION COMPANY—1795, CANALS AND LOCKS AT LITTLE FALLS, GERMAN FLATS AND ROME—SCHENECTADY AND DURHAM BOATS AND RIVER PACKETS—1821-1825, MOHAWK PART OF ERIE CANAL SYSTEM—1825, ERIE CANAL SUPERSEDES RIVER AS VALLEY WATERWAY.

This is the first chapter of this work dealing with transportation and commerce along the Mohawk, either by land or water. This chapter, concerning Mohawk River traffic from 1609 to 1825, is to be followed by others treating of bridges, turnpikes, Erie Canal, railroads, Barge Canal, etc., making in all seven or eight sketches on this subject. Even Atwood's aeroplane journey over the course of the Mohawk might fittingly be included in this chronicle of three centuries of traffic and travel through the Valley.

Agriculture, manufacturing and transportation are said to form a triangle comprising the general business life of every country or region. The following opens up the interesting subject the transportation side of the triangle in the Mohawk valley during three centuries.

The first settlers of New York in the Hudson valley adopted water transportation as the forests were generally impassable, except over the Indian trails. Travel by water or on foot were the first methods used in the Mohawk valley. The history of transportation along the Mohawk may be epitomized in the following methods of freight and passenger carriage: Man carriage, canoe, dugout, skiff, batteaux, raft, skates, snowshoes, saddle-horse, pack-horse, oxcart, sled, chaise, coach, sulky, wagon, covered big (Conestoga) wagon, stage coach, large river boat, buggy, canal boat, canal packet boat, railroad coach, railroad freight car, steam tug, horse car, steam launch, steam yacht, bicycle, electric trolley car, automobile, motor bus, motor truck, motor cycle, motor boat, motor tug, aeroplane, canal barge.

Mohawk River traffic may be briefly summarized as follows: The Mohawk Indians, living on the river shores and frequently

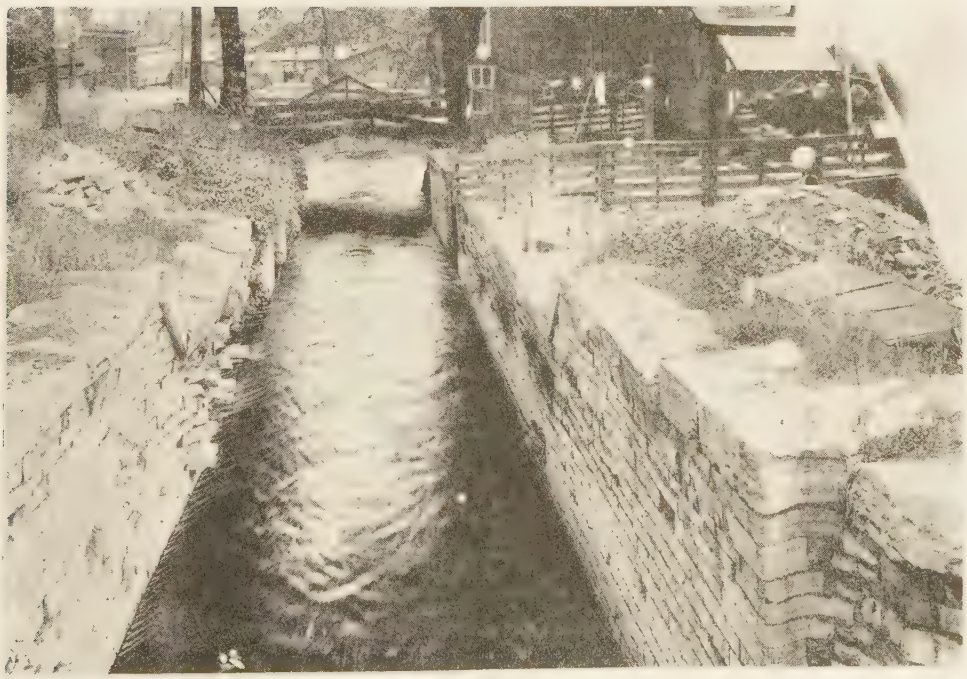
changing their habitations from the south to the north side and back again, used bark canoes and dugouts to traverse the river. These were doubtless also used by the first white explorers and traders. After Schenectady was settled, in the lower Mohawk valley in 1661, probably the flatbottomed "scow skiff," propelled by oars, made its appearance. From this was evolved the larger flat or flatboat or batteau, propelled by oars, poles and sails, which appeared on the Mohawk about 1725. They were generally built in Schenectady, which quickly developed into a thriving and busy Mohawk River port and boat-building center. These boats were in use by traders, settlers and soldiers to carry goods, farm produce and war material until after the Revolution. They carried from one to two tons, their size being determined by the fact that they had to make two land carries on the river trip.

Elkanah Watson made a tour through the Mohawk Valley in 1788, which made him greatly interested in Mohawk River navigation and its improvement. His journey of that year is given in his journal, parts of which appear in Chapter 77. Watson interested General Philip Schuyler in organizing a company to develop our Valley waterway. The Inland Lock Navigation Co. was formed in 1792 and the building of locks and canals, at Little Falls, German Flats and Rome in 1795 made larger boats possible. The Durham and Schenectady boats of ten tons burden, appeared, poles, oars and sails being the propelling forces employed by the Mohawk sailors of 1725-1825. The smaller batteaux also continued in use. From 1795 to 1825 the river was a lively line of traffic, even passenger packets being in use. From 1821-1825 the Mohawk was utilized as a part of the Erie Canal system and when the canal had been dug from Rome to Little Falls, the canal-boats entered the river at the latter place and continued their journey to Schenectady on the Mohawk. Later when the canal was finished from Rome to Sprakers boats left the canal near the Noses and continued on by the river to their destination at Schenectady. In 1826 Erie navigation began and the Mohawk ceased to be used as a trade route. Many of the river boatmen and some of their craft, however, continued their work on the new canal, which eclipsed the river until these latter days of the Barge Canal.

From the days of the Mohawk canoes and dugouts and those of the first Indian traders, the river was the artery of trade between the east and the far west. From Albany to Schenectady was a portage and also around the Cohoes Falls. From these points the boats called batteaux or flatboats soon came into use by

WOOD CREEK, ROME.

From the West Liberty street bridge, showing the little stream which linked the Great Lakes to the sea.



OLD LOCK, LITTLE FALLS, N. Y.

the white settlers and traders. The river was followed to Little Falls where there was another carry by land around the rapids, although these were sometimes shot by venturesome boatmen on the down trip when the river was swollen. At wood Creek was a third carry from the Mohawk. Canals were completed at Little Falls and Wood Creek in 1795.

Before this at Little Falls sleds and wagons were used to carry the batteaux around the portage. These batteaux were flatbottomed scows of sufficient dimensions to carry several tons and were propelled by setting poles which were kept for sale at convenient points along the river. With back to the prow the batteaux men thrust the poles to the river's bed and, bearing hard upon them and walking aft, laboriously pushed the boat against the current. A sort of harmony of movement was secured by the captains by the cries, "Bowsmen up!" and "Second men up!" Steering was done with a tiller oar. Such was the mode of transporting merchandise and Indian commodities to and from the west for nearly two centuries; and such, too, the method of transporting munitions of war during the Revolution. Much of the material used in building defenses and forts was brought up this way and convoying batteaux flotilla containing war supplies was frequently part of the duties of the militia and regulars located here and in surrounding districts. Revolutionary captains in the batteaux service were in 1832 made entitled to the same pensions as captains in the Continental army.

Small batteaux, known in those times as three-handed and four-handed boats, were in early use on the Mohawk. They were so called because three or four men were required to propel and care for them. Passing the carry at Little Falls in early days, the boats proceeded to Fort Stanwix where the carry was made to Wood Creek, whence they floated into and through Oneida Lake and the Oswego River to Oswego where they entered Lake Ontario. From Oswego to Niagara, then a place of much importance, merchandise was transported in the same boats or aboard sloops. This was the water route to the west until the completion of the Erie Canal in 1825.

The earliest boatmen were troubled by the Indians who took toll for the navigation of the river and who were particularly threatening and rapacious at the Wood Creek carry. The rifts in the river offered a serious menace to this form of transportation and wrecks and drownings were not infrequent. On the down trip the flood times were welcomed as overcoming this trouble and this must have been a favorite time for making the

journey east. On the up trip over the rifts the polemen were assisted by men on shore with ropes. Rude sails were also used during favoring winds and sails, oars and poles were the three methods of propelling the white man's boats on the Mohawk for two centuries.

It was not until 1800 that the turnpikes were improved sufficiently to compete with the Mohawk in matters of transportation, and the river, at the Revolutionary period, was the main artery of traffic and remained so for some time. Schenectady then was a lively river port and important town to the Mohawk valley people.

The first rift or rapids, above Schenectady, was met with, at a distance of six miles, and was called Six Flats Rift. Proceeding west in order came Fort Hunter rift, Caughnawaga rift at Fultonville, Keator's rift at Sprakers, the greatest in the river, having a fall of ten feet in a few rods; Brandywine rift at Canajoharie, short but rapid; Ehle's rift, near Fort Plain; Kneiskern's rift, a small rapid near the upper Indian Castle and a little above the river dam; the Little Falls, so called in contradistinction to the great Falls at Cohoes; Wolf's rift, five miles above the falls.

At Fort Plain, a bend in the river opposite the house of Peter Ehle from whom the rift took its name, was known as Ehle's crank; and opposite the residence of Nicholas Gros, a little below, another turn in the river was called Gros's crank.

At the Little Falls, a descent of 40 feet in half a mile, boats could not be forced up the current and it became a carrying place for them and merchandise, which were transported around the rapids, usually on the north shore, at first on sleds and later on wagons with small wide rimmed wheels. The water craft were then relaunched and reloaded and proceeded on their western journey. On such occasions one of the party usually stayed with the goods deposited above while the team returned for the boat.

The difficulties of forcing the boats over the rifts of the Mohawk increased with their size. As many as twenty men, pulling with ropes on the bank and pushing with poles on the boat, were sometimes unable to propel a single boat over Keator's rift. Black slaves, owned by settlers near the rapids, were frequently employed in this occupation.

An early traveler writes as follows of this waterway: "The Oniada Lake, situated near the head of the River Oswego, receives the waters of Wood Creek, which takes its rise not far from the Mohawk River. These two lie so adjacent to each other that a junction is effected by sluices at Fort Stanwix. * * * * Here

[Little Falls] the roaring rapids interrupted all navigation, empty boats not even being able to pass over them. The early portage, of one mile here in sleds over the swampy ground, has been described as it was in 1756, when enterprising Teutons residing here transferred all boats in sleds over marshy ground which 'would admit of no wheel carriage.' * * * Later on, about 1790, we find that the Germans' sleds were out of use and that boats were transferred on wheeled vehicles appropriately fashioned to carry them without damage to their hulls. No great boats could be transferred by such means; this fact had a tendency to limit the carrying capacity of Mohawk batteaux to about one and a half tons." Johan Jost Herkimer, father of Nicholas Herkimer, was a pioneer in this carrying business at "The Falls" and here laid the foundation of a considerable fortune.

Washington mentions the advantages of the Mohawk Valley waterway and after the Revolution efforts were made to improve it and many plans were put forward, some bearing a rude resemblance to the present barge canal dams. To this end the Inland Lock Navigation Company was incorporated March 30, 1792, Gen. Philip Schuyler being elected its president. Locks and canals were built at Little Falls, at Wolf's Rift at German Flats, and at Rome, connecting with Wood Creek. These canals were completed about 1797, prior to which time there were carries at Little Falls and Wood Creek. These river locks and canals continued in use until 1825, the year of the opening of the Erie Canal.

After the river improvements were made the Durham boat was substituted for the unwieldly batteaux. The Durham boat was of ten or fifteen tons capacity and had sharpened bows. Cleats were along the sides to give the polemen's feet better purchase and a small caboose was the crew's storehouse and the cooking was done on shore, where fuel was plenty. It is related that one of these boats left Utica in the morning and reached Schenectady on the evening of the same day, which was considered a record trip. The expense of transportation from Albany to Schenectady was 16 cents per 100 pounds. From Schenectady to Utica, 75 cents and from Utica to Oswego $1.25, making a through rate of $2.16 per 100 pounds. This would give $43.20 per ton as the freight rate between Schenectady and Oswego, less than 200 miles. In 1913 the rate per ton by lake boats from Buffalo to Duluth, about 700 miles, was 39 cents.

The cost of transportation and Erie Canal plans made business unpromising and the company sold out to the state in 1820.

With the building of the Erie Canal the traffic boatmen disappeared from the Mohawk.

Along the river road, near some of the rapids, were public houses, a good share of whose custom came from the boatmen. As near these runs as possible, boats often tied up for the night and here a lot of old Mohawk sailors had jolly times. Jost Spraker's tavern, at Keator's rift, was one of those. Another riverman's favorite tavern was the old Isaac Weatherby house at Brandywine rift, situated a mile below Palatine Bridge, and below the junction of the Oswegatchie and the river roads. The Van Eps tavern, west of Hoffman's, was a famous river and turnpike inn.

Accidents, drownings and wrecks were many. Two which occurred near Fort Plain, shortly before the Erie was opened, are described by Simms as follows: "Ezra Copley in 1823 ran a Durham boat on a rock in Ehle's rift, below the Fort Plain bridge. It was loaded with wheat in bulk, was stove and filled with water. The wheat was taken to Ehle's barn and dried, the boat was repaired, reloaded and went on its destination. One of the best of this class of craft, known as the 'Butterfly,' was descending the river, swollen by floods, when the steersman lost control of it and it struck broadside on one of the stone piers of the Canajoharie bridge and broke near the centre. The contents of the boat literally filled the river for some distance and three hands were drowned. The body of one, named Clark, was recovered twelve miles below at Fultonville. The steersman retained his hold on the long tiller (some 20 feet long) and reached the shore about a quarter mile below the bridge. Most of the flour on the boat was saved along the river. The owner of the craft, a man named Meyers, had the boat's fragments taken to Schenectady and rebuilt. After this it was taken through the newly completed Erie Canal to Cayuga Lake. Here, while making a trip loaded with gypsum, it sank and its owner was drowned. Thus ended the unfortunate 'Butterfly,' one of the last of the freight craft that sailed the Mohawk." Many of the river boats probably found early use on the Erie Canal, after 1825. In the last few years (1821-1825) of canal construction the Mohawk was used in connection with the completed portions of the Erie Canal for the transportation of canal-boats from the west to Schenectady and vice versa, notably from Little Falls and later from Sprakers, to Schenectady.

Several large rowboats, constructed especially to carry twenty passengers each, from Utica to Schenectady, and tastefully cur-

tained, were in use on the Mohawk at about 1800. They were called river packets.

Regarding these river packets, Yates writes as follows in his History of Schenectady County:

"It is a matter of curious history in the travel of the Mohawk Valley, that about the year 1815, Eri Lusher established a daily line of packet boats which were constructed after the model of the Durham boat, but with a cabin in midship, carefully cushioned, ornamented and curtained, expressly calculated for and used to carry from twenty to thirty passengers at a time, between Schenectady and Utica, making the passage between the two places down the river in about thirteen hours, and up the river, with favorable wind and high water, within two days."

For an interesting description of old Schenectady as a Mohawk River port see Chapter on "Schenectady after the Revolution," which is taken from Yates' history.

* * * * *

Christian Schultz, who journeyed on the river in 1807, spoke of there being three kinds of boats on the Mohawk—the Schenectady boats being preferred, which carried about ten tons when the river would permit. He said they usually progressed 18 to 25 miles per day up the stream by sails and poles. These boats, modeled much like the Long Island round-bottomed skiffs, were 40 to 50 feet in length and were steered by a large swing oar of the same length. When the wind favored they set a square sail and a topsail. He was informed that one "galley," the "Mohawk Register," had gone at the rate of six miles an hour against the stream and he adds: "During this time, believe me, nothing could be more charming than sailing on the Mohawk." They did not often have a favorable wind and the curves in the river rendered the course of a boat irregular and the use of sails precarious, on which account their chief dependence was upon their pike poles, which it required much experience to use to advantage.

Of the poles and the manner of using them on the river boats, Mr. Schultz gives the following account: "These poles are from 18 to 22 feet in length, having a sharp pointed iron with a socket weighing 10 to 12 pounds affixed to the lower end; the upper has a large knob called a button mounted upon it, so that the poleman may press upon it with his whole weight without endangering his person. This manner of impelling the boat forward is extremely laborious, and none but those who have been some time accustomed to it, can manage these poles with any kind of advantage. Within the boat on each side is fixed a plank running fore and

aft with a number of cleats nailed upon it, for the purpose of giving the poleman sure footing and hard poling. The men, after setting the poles against the rock, bank or bottom of the river, declining their heads very low, place the upper end or button against the back part of their shoulder, then falling on their hands and toes creep the whole length of the gang boards and send the boat forward at considerable speed. The first sight of four men on each side of the boat, creeping along on their hands and toes, apparently transfixed by a huge pole, is no small curiosity; nor was it until I perceived their perseverance for 200 or 300 yards, that I became satisfied they were not playing some pranks.

"From the general practice of this method, as likewise from my own trials and observations, I am convinced that they have fallen upon the most powerful way possible to exert their bodily strength for the purpose required. The position, however, was so extremely awkward to me, that I doubt whether the description I have given will adequately describe the procedure. I have met with another kind of boat on the river, which is called a dorm or dorem; how it is spelled I know not. [This was the Durham boat and the third boat to which he alludes was the batteau, propelled by oars.] The only difference I could observe in this [the Durham] from the former one, is that it is built sharp on both ends, and generally much larger and stouter. They likewise have flats [scows] similar to those seen on the Susquehanna, but much lighter built and larger. On all these they occasionally carry the sails before mentioned.

"The Mohawk is by no means dangerous to ascend, on account of the slowness of the boat's progress; but as it is full of rocks, stones and shallows, there is some risk of staving the boat and, at this season [probably midsummer], is so low as to require the boat to be dragged over many places. The channel, in some instances, is not more than eight feet in width [the boats were long and narrow], which will barely permit a boat to pass by rubbing on both sides. This is sometimes caused by natural or accidental obstructions of rocks in the channel, but oftener by artificial means. This, which at first view would appear to be an inconvenience, is produced by two lines or ridges of stone, generally constructed on sandy, gravelly or stony shallows, in such manner as to form an acute angle where they meet, the extremities of which widen as they extend up the river, while at the lower end there is just space enough left to admit the passage of a boat. The water being thus collected at the widest part of these ridges, and continually pent up within narrower limits as it descends,

causes a rise at the passage; so that where the depth was no more than eight inches before, a contrivance of this kind will raise it to twelve; and strange as it may appear, a boat drawing fifteen inches will pass through it with safety and ease. The cause is simply this: The boat, being somewhat below the passage, its resistance to the current is such as to cause a swell of four or five inches more, which affords it an easy passage over the shoal."

The reader must remember that at this time, the waters of the Erie then having their channel in the Mohawk, the river was of considerable more volume than it was after the building of the canal.

This writer says that the Mohawk might be considered 100 yards in width with extremely fertile banks. He speaks of passing through eight locks at Little Falls, whereas two of these were at Wolf's rift, several miles above. He said the Mohawk afforded very poor fishing, since at the end of nine days he had only caught a "poor cat fish, no longer than a herring." He visited Utica, which then had 160 houses, and Whitestown.

Of Rome he says: "Rome * * * is near the head of the Mohawk. The entrance into this village is through a handsome canal about a mile in length. It is here that the Mohawk is made to contribute a part of its stream towards filling Wood Creek, which of itself is so low in dry seasons as to be totally insufficient to float a boat without the aid of the Mohawk. Rome, formerly known as Fort Stanwix, is delightfully situated in an elevated and level country commanding an extensive view for miles around. This village consists of about 80 houses, but it seems quite destitute of every kind of trade, and rather upon the decline. The only spirit which I perceived stirring among them was that of money digging, and the old fort betrayed evident signs of the prevalence of this mania, as it had literally been turned inside out for the purpose of discovering concealed treasures."

In descending Wood Creek he passed through a range of five canal locks. He spoke of the rate of toll as being too high. He said the toll, in passing the eight locks at Little Falls, was $2.25 per ton of merchandise, and the toll on the boat was from $1.50 to $2.62½ each boat. The toll was at a still higher rate to pass through the Wood Creek locks, being $3.00 per ton on the goods and from $1.50 to $3.50 on the boats.

* * * * *

Some of the serious problems confronted by the pioneer canal builders of New York state are outlined in a letter written by Gen. Philip Schuyler in 1793 to his friend, Robert Morris,

appealing for aid in canal construction work at Little Falls. The letter, which recently came to light, is in the hands of Alfred M. O'Neill, secretary to the Erie Canal Centennial Commission.

Complaining that good engineers for canal survey work were very hard to obtain, General Schuyler asked that the English engineer, Weston, then employed by Morris on the Schuylkill and Susquehanna Canal in Pennsylvania, be loaned to him temporarily to lay out canal work in this state.

Weston did come, and under his direction the Western Inland Lock Navigation Company's canal at Little Falls, promoted by General Schuyler, was constructed and finished about 1796. This canal carried the pioneer travel around the rapids at Little Falls and was an important factor in leading the state twenty years later to begin construction of a through water route across the entire state.

As previously mentioned in this work, General Schuyler was in the Mohawk Valley a great part of the time during the construction work of the Western Inland Lock Navigation Company, which first developed the Mohawk River as an inland waterway. General Schuyler was the president of this company and the chief advocate of internal navigation in the State of New York. At this construction period Schuyler spent much time at Little Falls, and at the home of his sister, Gertrude Schuyler, wife of Gen. John Cochran, who then lived at the Cochran home, now standing, on the Mohawk Turnpike, just west of Palatine Church, Montgomery County.

General Schuyler's letter, dated at Albany, April 16, 1793, reads:

Dear Sir—The directors of the internal navigation companies in this state, labor under a very disagreeable dilemma. They have engaged a large number of men to begin their operations on the 15th of next month, and they have not been able to procure any person of the least practical experience to conduct their operations. This has induced me to take temporary superintendence of the business, until an adequate person can be found.

Hoping that Mr. B. Weston will be permitted by the directors of your company to come to our relief, the enclosed is addressed to him on that subject.

May I entreat your interference on the occasion, and your recommendation to the directors of the Pennsylvania company, to permit Mr. Weston to repair to this place, as early as possible, to avoid the errors we shall otherwise in all probability commit?

He will not be detained longer than is indispensable to make

the surveys and to give the requisite directions for the works to be constructed in the ensuing season.

Such permission, as it will evince a friendly disposition in your company, will merit our warmest acknowledgments.

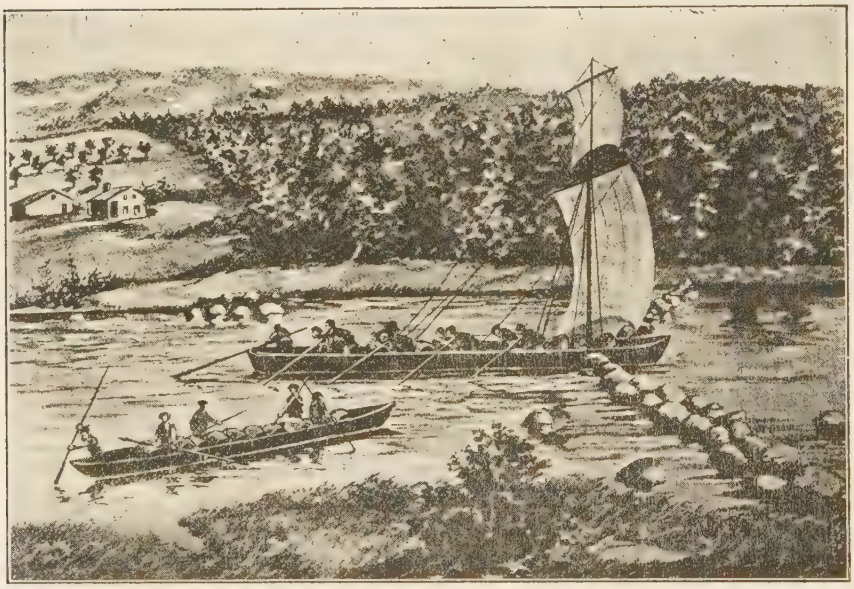
I am, dear sir, very truly,

Your obedient servant,

PH. SCHUYLER.

The original of the letter is in the possession of Gordon Chambers of Philadelphia.

* * * * *



MOHAWK RIVER BOATING, 1797-1825

From an old print. The scene is on the upper Mohawk. The small boat is a batteau, the larger one is a Schenectady boat. Sails, setting poles, oars and tow ropes were used. The shallows were deepened by rows of boulders across the river V-shaped with an opening in the middle. Batteaux and scows navigated the river from about 1720 to 1825. The larger Durham and Schenectady (10 ton) boats from 1797 to 1825, the opening of the Erie.

CHAPTER 82.

MOHAWK VALLEY HIGHWAYS.

1614-1925—MOHAWK VALLEY TRANSPORTATION—INDIAN TRAILS—HORSE AND CART ROADS, HIGHWAYS (1700-1800)—TURNPIKES AND MOHAWK TURNPIKE (1800-1840)—SENECA ROAD—GREAT WESTERN TURNPIKE—COUNTY ROADS (1840-1885)—BICYCLE ROUTES (1885-1900)—AUTOMOBILE ROADS (1900-1925).

This chapter, dealing with the Mohawk Valley highways, is the second one describing transportation in the Mohawk Valley. The first, published just before this one, covered traffic on the Mohawk River. Others follow treating of bridges, the Erie Canal, railroads and the Barge Canal. The highways are the most important and basic element in the matter of transportation, and their history and the life on the Mohawk thoroughfares are therefore of prime interest to all the valley inhabitants.

The early highways and rude roads of our valley generally followed the Indian trails. These trails were good, though only two or three feet wide and "in many places, the savages kept the woods clear from underbrush by burning over large tracts." All streams had to be forded, except where the few ferries were, and these fords often determined the location of roads. Trees were felled across narrow streams to make footbridges and the colonial governments frequently ordered these made. "When new paths were cut through the forests, the settlers 'blazed' the trees, that is they chopped a piece of bark off tree after tree, standing on the side of the way. Thus the 'blazes' stood out clear and white in the dark shadows of the forests, like welcome guide-posts, showing the traveler his way."

The Indian trails covered eastern New York and connected the various Iroquois villages with each other or led to hunting and fishing grounds (like the Otsquago and Garoga trails) or into or towards these grounds and the countries of the enemies of the Mohawks and their brother tribes—such as the trail which ran from Canada to the Sacandaga and through Johnstown, Stone Arabia and Palatine to the ford at the mouth of the Garoga, there connecting with the Otsquago trail. The explorers, soldiers, traders and "wood-runners" used these Indian trails and the first white settlers utilized them as roads as a matter of course, be-

cause, like the buffalo trails of the great West, they connected the most important points and watercourses and lakes by the shortest and easiest routes. These Western buffalo trails were also Indian trails and are now trunk line railroads. So the trails naturally became the first valley highways and most of the more important of these today are the Indian trails, enlarged, improved, straightened and graded.

Over the old Indian valley trails or on the river came the first Dutch explorers and traders with their Iroquois guides and helpers and the early French explorers and priests with their Algonquin aids and guides. Following them came the Dutch, German and British settlers, carrying their goods on their backs, on pack horses or in ox carts or horse carts—many of their fellow pioneers toiling painfully up against the current of the river in flatboats to their new homes in the Mohawk wilderness. Still later with the settlement and clearing of farms, these hardy men widened and cleared the trails and blazed new ones over which they transported farm and forest produce in their rude wooden sleds and carts. Probably the first valley cart road was the one between Albany and Schenectady after the settlement of Schenectady in 1661 originally called the "Albany Path".

Prior to 1800, and even later, these farm carts and wooden sleds were made on the farm. Just as all food and raw materials (such as hemp, flax, wool, etc.) were grown by the husbandman on his own lands, so was everything he and his family used made there. This necessitated an endless round of toil on the farm, from sunrise until after sunset all the year round excepting part of Sundays, but it made the farmer self-supporting, self-sufficient and independent of the world outside his own personal domain. Each farm was a kingdom unto itself. Every homestead had its carpenter's room or bench, just as it had its soap kettle, cheese room and smoke house (and occasional ice house), and all tools, implements, vehicles and rude farm machinery were made on the farm by the farmer himself. The nearest blacksmith shop supplied the necessary iron work.

Later the valley trails, or the cart roads they were turned into, were used by the American and British troops and their baggage trains during the Revolution. Following their gradual improvement and the great immigration and traffic following the war for independence came the turnpikes, coincident with the building of bridges. Probably by 1800 the majority of our Mohawk Valley highway system had been constructed, but it had for its basis the old Indian trails of the Mohawks. None of these

EHLE FARM, BETWEEN FORT PLAIN AND CANAJOHARIE.

A famous landmark on the Old Mohawk Turnpike stone fence section, with a fine old stone farm house and great dairy barns. On the farm settled by Rev. Johannes Ehle in 1725 and owned for 200 years by the Ehle family.

SPRAKER HOMESTEAD, 1795

At Sprakers station of the New York Central, of which, and the Turnpike, it is a famous landmark. Formerly a noted Turnpike and river boat travern.

improvements such as highways and bridges came of themselves but were the result of the strenuous work of the early valley men.

After 1783 it was found necessary to improve transportation facilities in the Mohawk Valley to accommodate its population and the tide of emigration pouring through it to the west. Roads were improved, bridges constructed and taverns built or remodeled from farmhouses on the lines of travel. New towns and counties were also formed, as told in prior chapters.

In April, 1790, the State Legislature voted "£100 for the purpose of erecting a bridge across the East Canada Creek, not exceeding three miles from the mouth thereof, upon the road from the Mohawk River to the Royal Grant." In 1793 commissioners were appointed by the Legislature with directions to build "a bridge over the East Canada Creek, nearly opposite Canajoharie Castle, on the public road leading from Tribes Hill to the Little Falls."

About 1790 stages made weekly trips in the valley and daily trips after the completion of the Mohawk turnpike. The completion of the Schoharie bridge at Fort Hunter and the construction of the Great Western turnpike from Albany westward marked the year 1798. This route connected with the Mohawk at Canajoharie by stages which ran from Roof's Tavern, where the Hotel Wagner stands.

The most important of all the valley roads are north and south shore turnpikes which traverse the shores of the Mohawk for a distance of nearly 100 miles between Schenectady and Rome.

Prior to 1800 the south shore road seems to have been the more important, but since that time the north shore or Mohawk turnpike has been the major one. Over the Mohawk turnpike vast quantities of crops, raw material and merchandise were transported in the half century comprised in the latter years of the eighteenth and early part of the nineteenth centuries. It has figured as a Mohawk Indian trail (until 1700), cart and horse path (1700-1750), wagon and stage road (1750-1836), freight wagon turnpike (1800-1840), bicycle and automobile touring route (1890-1913), and has a future, among other things, as a freight and passenger motor car line. It is paralleled (1925) throughout by the New York Central Railroad and by trolley lines from Rome to Cohoes, with the exception of a gap between Little Falls and Fonda, which doubtless will be connected ere long. The Mohawk turnpike shares with the Mohawk River and the early Erie Canal the glory of having been one of the valley travel routes by way of which hundreds of thousands of the

ancestors of the present day Westerners made their way to new homes, prior to the building of the railroads and even for a number of years thereafter.

The building of bridges over the East and West Canada Creeks in 1793 made the north shore road the favorite valley route, and the next forward step was the improvement of this Mohawk turnpike from Schenectady to Utica. The charter for its construction was granted April 4, 1800.

Seth Wetmore, Levi Norton, Ozias Bronson, Hewitt Hills and three others were the first board of directors. This road was also called the Albany turnpike.

The Mohawk turnpike connected at Schenectady with the Mohawk and Hudson turnpike to Albany, the two forming a continuous trade route over 100 miles in length from Albany and the Hudson Valley to Rome and thence to the Great Lakes and western New York and the Great West.

The Mohawk and Hudson turnpike (chartered in 1797) from Albany to Schenectady was a fine macadamized road lined with poplars. The Mohawk turnpike (chartered 1800) was of broken stone, sixty feet wide, with a center raised eighteen inches above the sides. There were twelve toll gates on this pike, four of them being located in western Montgomery County.

1. Schenectady.
2. Cranesville.
3. Caughnawaga (now Fonda).
4. Schenck's Hollow (near the north side Nose, now the Montgomery County Home).
5. Junction of Wagner's Hollow road in Palatine (a short distance east).
6. Garoga Creek (short distance east).
7. St. Johnsville (lower end).
8. East Creek bridge (west end).
9. Fink's Ferry (at Fall Hill).
10. West Canada Creek (Herkimer).
11. Sterling (six miles east of Utica).
12. Utica (formerly Old Fort Schuyler).

In 1811 a fast line ran, day and night, from Albany to Buffalo, in three days. The horses were trotted almost continuously and were changed every nine to twelve miles. Four coaches were sent east and four coaches west by this line daily.

"The charter of the Utica and Schenectady Railroad company, granted in 1833, required it, before beginning transportation, to purchase the rights of the Mohawk Turnpike Co. and to

assume the responsibilities of the latter. One of these responsibilities was that of keeping the turnpike in repair. It was provided however that the railroad company might abandon the turnpike, giving notice to the commissioners of highways, and after such notice it should be kept in order in the same manner as other highways. The railroad company for a time took toll on the turnpike and kept it in repair, but subsequently removed the gates and became responsible for the maintenance of only a part of the old highway."

With the opening of the Erie Canal in 1825, traffic on the Mohawk turnpike began to diminish, as the freight wagons could not compete with the canal boats during the summer months. Probably they had a considerable use for a number of years, on the north turnpike in winter and on other Mohawk Valley roads, to the north and south, all the year round. The stages continued to largely carry the valley passenger traffic, sharing it with the Erie Canal packets in the summer months until after the building of the Utica & Schenectady Railroad in 1836. This railroad, like any other railroad, was and is merely a highway with an iron bed carrying, by mechanical motive power, greatly enlarged editions of the turnpike stages and freight wagons. Stages continued in use on other Mohawk Valley roads until recent years. Motor busses now take their place.

The Legislature in 1802 authorized the opening of certain roads in the state, and in pursuance of this act, the highway called the State road, leading from Johnstown in a northwestern direction to the Black River country, was opened. It was subsequently much used while that part of the country was being settled by emigrants from the East.

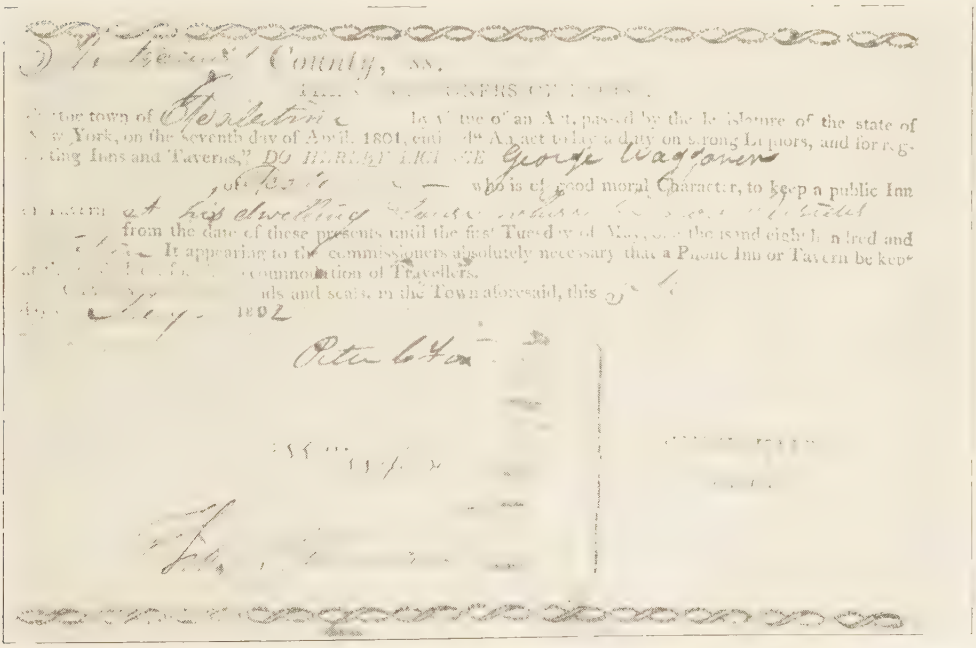
The improvement of the road leading from Schenectady to Utica along the south side of the Mohawk was deemed expedient, and commissioners were appointed in 1806 to direct the work, their instructions being to straighten the existing road and open it to a width of fifty feet. The towns through which it passed were required to repair and maintain it if their population was not too small.

The following from Simms's "Frontiersmen of New York" gives a good picture of the Mohawk turnpike and life thereon during the early nineteenth century:

"While the Mohawk was literally filled with boats of different kinds—for nearly every family living upon its banks had some kind of one—and Schenectady was a live town for receiving and dispatching freight on and off them—large wagons were used in

BAGGS HOTEL, UTICA, 1813

The oldest large hotel in New York state, continuously open since Moses Baggs built the first log tavern here in 1797. Bus lines run to all points of the compass from Baggs Square, on the west side of this famous old hotel.



Excise license for the Tavern of George Waggoner, on the Old Mohawk Turnpike in present Nelliston. Print by courtesy of W. D. Shults, Fort Plain.

competition with them in the transportation of merchandise and produce to and from western New York. The produce—wheat, whiskey and potash—came to Albany, from whence merchandise was returned. These wagons, covered with canvas, and drawn by three to eight horses, were seen in numbers on the western and Mohawk turnpikes. The leaders usually had a little bell fastened upon the headstall. Mr. Alonzo Crosby, long superintendent of the eastern part of the western turnpike, counted up to 50 or more taverns between Albany and Cherry Valley, in the distance of 52 miles. Palatine Church, a hamlet at that time of some importance on the Mohawk turnpike, was 61 miles from Albany, the inns in that distance also averaging one to every mile. Indeed, innkeepers were neighbors on those roads for a hundred miles to the westward of Albany. At this period tavern keeping was a lucrative business, especially for the houses prepared with inclosed sheds and good stabling.

"The horses before these wagons, which, at times, had a hundred or more bushels of wheat on, never traveled out of a walk. At the period of their use, brakes were unknown in descending hills, but a heavy iron shoe was used on the six-inch tire, which could be thrown from the wheel at the foot of a hill by a spring managed by the foot of the driver. The teamsters usually went on foot, whip in hand, and their constant travel had worn a good foot-path along each side of the road, near the fence, a hundred miles from Albany. The horses were seldom stabled nights, but had an oilcloth covering and were fed from a box or trough carried along and attached to the pole, which could not fall to the ground. The rear of the wagon was ornamented with a tar bucket and a water pail. The wagons were painted blue or slate color, and the covering remained white. A small box was secured upon one side or end of the wagon, containing a hammer, wrench, currycomb, etc. Those wagons paid no toll as they filled the ruts made by farm wagons. Some of the teams were driven by a single line on the forward nigh horse, and occasionally a postillion was seen on the nigh wheel horse; but those large Pennsylvania horses were so well trained as to be dexterously managed with a long leathern whip. When it was heavy traveling, those monster wagons progressed but a few miles in a day, sometimes being two weeks in going from Albany to Geneva, Canandaigua or Rochester. Freight or merchandise west was, at first, one dollar a hundred from Albany to Utica. Although there were so many taverns on the road, still so numerous were the teams that, at times, one of a party in company was mounted and sent forward

before night to secure accommodations with a good wagon-yard inclosure.

"From two to ten of these large wagons were sometimes seen in company, some of them carrying from three to four tons. The horses were usually fat. Some carried a jackscrew for raising an axle to take off a wheel; but this was seldom done, as a hole for pouring in tar or grease was made for the purpose. In ascending hills, the wagon was blocked at intervals with a stone, carried by the teamster behind it. After those mammoth wagons were supplanted by the Erie Canal, several of them might have been seen about the old Loucks tavern, [in Albany] as also at Paul Clark's inn in the southwest part of Albany, where some of them rotted down.

"On the Mohawk turnpike, as remembered by Andrew A. Fink, George Wagner and others, were the following inn-keepers from Herkimer (80 miles from Albany) descending the valley. They may not be named in the order in which they stood: John Rasback, John Potter, Heacock; across West Canada creek, Nathaniel Etheridge, Upham, James Artcher, a teamster married one of his daughters. This inn had a peculiar sign. On one side was painted a gentleman richly clad and elegantly mounted on horseback with this motto, 'I am going to law.' On the reverse side was a very dilapidated man on a horse, the very picture of poverty, saying, 'I have been to law.' [Continuing the list] John McCombs, Warner Dygert; at Little Falls, John Sheldon, Carr, Harris, Major Morgan; below the Falls, A. A. Fink. From Fink's to East Creek is five miles, and in that distance were 13 dwellings, 12 of which were taverns occupied as follows: Bauder; William Smith, his sign had on it an Indian chief; John Petrie, Henry Shults, James Van Valkenburgh, Lawrence Timmerman, John Wagner, Owens, Nathan Christie, Esq., David Richtmyer, Frederick Getman, James and Luther Pardee; below East Creek, John Stauring, Van Dresser, James Billington, John Bancker, Michael U. Bauder, Yates, Jacob Failing, a favorite place for large wagons; Zimmerman, Joseph Klock, Christian Klock, Daniel C. Nellis, John C. Nellis, Brown, Gen. Peter C. Fox, at Palatine Church; George Fox, John C. Lipe, George Wagner, Charles Walrath, Harris, Weaver, Richard Bortle, Nicholas Gros, Samuel Fenner, an old sea captain who spun his skipper's yarns to customers; Jacob Hees, who also had a boat and lumber landing at Palatine Bridge; Josiah Shepard, a stage house; Weatherby, Jost Spraker, John DeWandelaer, now Schenck's place [Montgomery County Farm] near the Nose;

Frederick Dockstader, kept many large wagons; Connelly, Fred Dockstader, 2d, who had a run of double teams; Gen. Henry Fonda at now village of Fonda; Giles Fonda, Pride, Hardenburgh, Conyne, Lepper; in Tribes Hill, Kline, Putman, Wilson; Guy Park, a favorable place for large wagons, kept at one time by McGerk; Col. William Shuler at Amsterdam; below were Crane of Cranesville, Lewis Groat, Swart and others on this part of the route not remembered. At Schenectady are recalled, Tucker, Jacob Wagner, Shields, while the names of two others are forgotten,—one of them had a house in Frog Alley, which was burned by the slaking of lime. Between Schenectady and Albany were, Havely, Brooks, Vielie. The Half-way house was a stage house and kept by Leavitt Kingsbury, which became noted for its delicious coffee.

"In the period of wagon transport when hay was $20 a ton, innkeepers had one dollar a span for keeping horses over night; and when hay was $10 a ton they had 50 cents a span, or one shilling a pound for hay. In spring and fall it was a common sight to see ten or fifteen horses drawing a single wagon from its fastness in the mud. The first load of hemp from the west, said Fink, was a five horse load from Wadsworth's flats in the Genesee valley.

"Some of the teamsters were at different times on both (the Mohawk and the western) turnpikes. Freight from Albany to Buffalo was at first $5 per hundred weight, but competition at one time brought it down to $1.25. The teamsters on these turnpikes were as jovial and accommodating a set of men, as ever engaged in any vocation, seldom having any feuds or lasting difficulties. Said Mr. Fink, in 1805-6 when Oneida and adjoining counties were receiving many of their pioneer settlers, New England people came prospecting on horseback, with well-filled saddlebags and portmanteaus, and he often had 30 or 40 in a single night to entertain at his house below Little Falls."

This was the day of the stage coach also and the Mohawk turnpike presented a spectacle of life and bustle as it shared with the Mohawk River the traffic of the valley. This was particularly so during the years from 1800 to the building of the Erie Canal in 1825.

The earliest authentic town record of Palatine, now in existtence, is that of a meeting of the commissioners of excise, held May 3, 1803, for the purpose of granting licenses to innkeepers. The number thus licensed will give an idea of the teaming and travel through the Palatine district, before the days of railroads

OLD MOHAWK TURNPIKE TOLL BRIDGE

On the Mohawk Turnpike, over the West Canada Creek at Herkimer—East Herkimer in the background. Photo taken 1870. Published by courtesy of S. T. Russell, Ilion.

or canals or even the completion of the Mohawk turnpike. The commissioners of excise were Jacob Ecker, Henry Beekman and Peter C. Fox, who swore to an oath, before Justice of the Peace John Zielley, that "we will not on any account or pretense whatever, grant any license to any person within the said town of Palatine, for the purpose of keeping an inn or tavern, except when it shall appear to us to be absolutely necessary for the benefit of travelers." Jost Spraker, Henry Cook, Andrew J. Dillenbeck, John F. Empie, Peter W. Nellis and forty-seven others (fifty-one in all) were granted licenses. The sum paid by each was from $5 to $6.50, according to location, amounting in the aggregate for that year to $258.50.

The Mohawk turnpike was the scene of much military activity during the years of 1812, 1813 and 1814, caused by the movement of New York troops going to defense of the frontier (in the second war with Great Britain) and their return at the close of hostilities. It shared this military traffic with the Mohawk River.

After the railroad trains on the Utica & Schenectady road (forerunner of the New York Central), started running up and down the valley, the Mohawk turnpike ceased to be a line of bustling activity and important traffic route, being used only for local and farm wagon freightage. On the valley roads about 1880 appeared riders on the high bicycle, and a few years later the serviceable "safety" came into use and a veritable "bicycle craze" was inaugurated which lasted until about 1900, after which time the cheap and useful "wheel" took its rightful place as a means of transport. After 1895 appeared the "bicycle's son"—the automobile, and the future of our highways lies solely in their use as automobile freight and passenger roads.

With the appearance of the bicycle and automobile came the trolley car, whose lines parallel the valley roads in many places and which will undoubtedly form a traffic system, together with the railroads, the Barge Canal and good highways, that will give well-nigh perfect transportation facilities to the Mohawk Valley. Today we see many regular lines of motor busses carrying passengers and motor trucks carrying freight running between different points in the Mohawk Valley.

Today the Mohawk turnpike is the most heavily traveled touring and traffic motor route in America, forming the central link of the great New York to Buffalo highway (433 miles), comprising the Albany Post road (149 miles) and the Storm King west Hudson shore, routes converging at Albany, the old Mohawk

turnpike (80 miles), Schenectady to Utica, and the Seneca road (204 miles), from Utica to Buffalo.

The present and future of the old Mohawk turnpike, the Seneca road and the Great Western turnpike are considered in Chapter 101 of this work.

Genesee street, Utica, was originally the Indian trail to the Seneca country, later known as the Genesee road and improved as the Seneca road in 1800, by which name this beginning of the road to Buffalo is known today. The trail from Old Fort Schuyler and the Mohawk River passed over present Park Avenue and met the Genesee trail at present Oneida Square. The development of the Genesee or Seneca road was greatly stimulated by the building of bridges over the Mohawk at Old Fort Schuyler (Utica) in 1792 and 1797. Utica soon became the "Crossroads of New York", as it is today.

Genesee Street, Utica, is the Mohawk River Crossroads of a trail which runs from the St. Lawrence River to Utica and thence by forks south to Chesapeake Bay and west to Buffalo.

At Duanesburg, Schenectady County, the Schoharie route from Schenectady crosses the Great Western turnpike (running from Albany to Syracuse) about fifteen miles south of the old Mohawk turnpike.

This old Indian trail was so named and improved in 1800. It carried much of the traffic from Albany in the great days of emigration to the West. The Great Western turnpike runs west from Albany through Sharon Springs, Cherry Valley, Richfield Springs, West Winfield, Bouckville, Cazenovia, Manlius and Fayetteville to Syracuse.

For a clear and comprehensive description of old turnpike days, travel and vehicles, the reader is advised to consult Alice Morse Earle's "Home Life in Colonial Days".

CHAPTER 83.

MOHAWK RIVER BRIDGES.

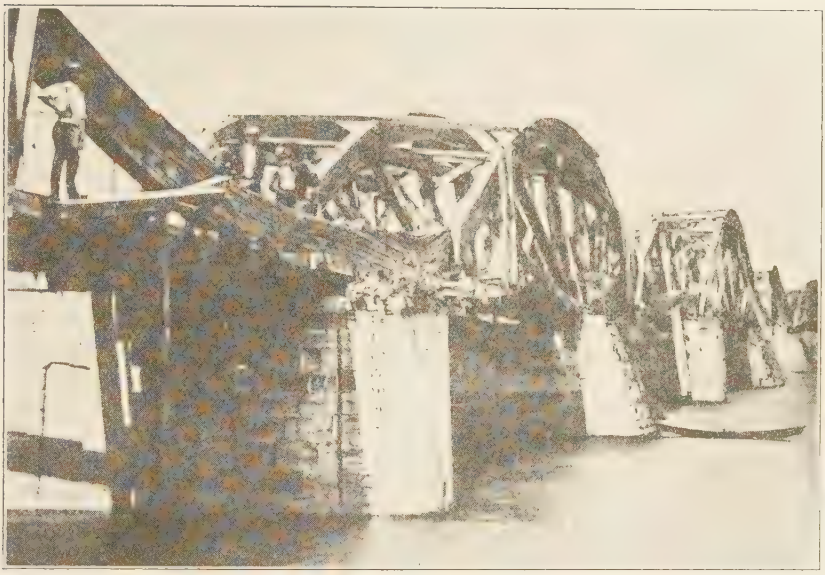
1793-1913—FIRST BRIDGES IN THE MOHAWK VALLEY—LITTLE FALLS, 1790—UTICA, 1792 AND 1797—EAST CANADA AND WEST CANADA CREEK (HERKIMER), 1793—HERKIMER, 1798—SCHOHARIE RIVER AT FORT HUNTER, 1798—CANAJOHARIE, 1803—FORT PLAIN (SAND HILL), 1906—SCHENECTADY, 1808—CAUGHNAWAGA (FONDA), 1811—AMSTERDAM, 1823—YOSTS, 1825—FONDA-FULTONVILLE, 1837—TRIBES HILL-FORT HUNTER, 1852—ST. JOHNSVILLE, 1852.

This is the third chapter on Mohawk Valley transportation. The two prior ones were on river and turnpike traffic. Those to follow relate to Erie Canal, railroads and Barge Canal and Atwood's aeroplane flight.

The increase of population in Tryon, now Montgomery County, following the Revolutionary war, and the increase in traffic along the Mohawk necessitated improvements in river navigation and in the highways, as has been noted in preceding chapters. Great numbers of new settlers were journeying through the valley to points in the Middle West, aside from those who were coming into the Mohawk Valley and into western and northern New York to permanently locate. The fords and ferries on the Mohawk and its contributary creeks had been the only and difficult means of crossing these streams, during the eighteenth century which was the period of first settlement and development. The greatly increased traffic necessitated the construction of bridges and the building of these was one of the marked features of the life along the Mohawk at the beginning of the nineteenth century.

A list of the important Mohawk River bridges and the dates of their construction follows:

Little Falls, 1790; Utica, First and Second streets, 1792; West Canada Creek, Herkimer, 1793; East (Canada) Creek, 1793; Schoharie at Fort Hunter, 1798; Utica, Genesee street, 1797; Herkimer, 1798; Schoharie Creek at Mill Point, 1800; Canajoharie, 1803; Fort Plain (Sand Hill), 1806; Schenectady, 1808; Fonda (Caughnawaga), 1811; Amsterdam, 1823; Yosts, 1825 (carried away by ice shortly after); Fonda-Fultonville, 1837; Fort Hunter, 1852; St. Johnsville, 1852.



RIVER SUSPENSION BRIDGE, 1808

The wooden suspension bridge, the first erected over the Mohawk River at Schenectady, in 1808. Photograph taken in 1874 when it was about to be replaced by the iron bridge. By courtesy State Engineer and Surveyor.

These cross-overs were all wooden structures and these picturesque bridges have all been replaced by those of modern iron construction. The last of the old-timers to go was that at St. Johnsville, and many of them had formerly been undermined and carried away by ice during the Mohawk spring freshets. Each had its toll-keeper and the quaint list of tolls, in well-painted characters, which stood at the west side of the East Creek bridge, was long of interest to later day travelers. An exception to the above is the Tribes Hill-Fort Hunter bridge of 1852, one of the first steel and iron suspension bridges, and standing today.

The first important structure spanning a stream within the present limits of Montgomery and Fulton counties was the bridge at East (Canada) Creek. In April, 1790, the State Legislature voted "one hundred pounds for the purpose of erecting a bridge across the East Canada Creek, not exceeding three miles from the mouth thereof, upon the road from the Mohawk River to the Royal Grant". In 1793, commissioners were appointed by the Legislature to build "a bridge over the East Canada Creek, nearly opposite Canajoharie Castle, on the public road leading from Tribes Hill to the Little Falls", also over West Canada Creek.

The first bridge across the Mohawk was the one at Little Falls, built prior to 1790. The second was near the river ford at Old Fort Schuyler, now Utica. It stood between First and Second streets, and was built in 1792. A bridge across the river at the foot of Genesee street, in Utica, was built in 1797.

In 1798 a bridge was built across the Mohawk at Herkimer.

In 1798 a very important bridge was built on the south shore turnpike over the Schoharie Creek at Fort Hunter. The improvement of the Mohawk (north shore) turnpike from Schenectady to Utica, about 1800, necessitated the erection of other structures across streams, which had formerly been forded by travelers.

The first bridge across the Mohawk was the one at Little Falls noted by Rev. John Taylor in his diary of his valley tour of 1802. This was sixteen rods long, and it is mentioned in a former chapter of this work on Mohawk River traffic. It was built on or before 1790, as maps of the time show. The river is narrow at this point, which probably influenced its construction at so early a day.

The first bridge over the Mohawk River in the middle Mohawk Valley seems to have been the one erected at Canajoharie in 1803, by Theodore Burr of Jefferson County. This was popularly called a bow bridge and consisted of a single arch 330 feet long. It fell in 1807 with a crash that was heard for miles.

In 1808 a second bridge was built, which was carried away in the spring freshet of 1822. David I. Zielley, a Palatine farmer, built a third bridge, which "went out" with the ice in 1833, and Simms says "its destruction was a most splendid sight from Canajoharie, as the writer well remembers". A new bridge was built by August, 1833, which remained in use in part up to recent years. The Canajoharie bridge was rebuilt in 1913.

The second middle Mohawk Valley bridge to be completed and used across the Mohawk was that built at the lower end of "the Island" (or Abeel's or Lipe's Island, from the names of the farmers who successively owned it), which lies in the Mohawk at the northern limits of Fort Plain. This structure consisted of two bridges with several rods of roadway of the island intervening between them—the shorter one on the western shore and the longer one on the eastern side of the island. The Mohawk here runs north and south and the main channel was on the east side of the island. The Fort Plain exit was near the store of James Oothout, the early Fort Plain tradesman, which fact influenced its popular name.

This was officially called the "Montgomery bridge," but came to be called in the neighborhood, "Oothout's bridge". The commissioners for its erection were James Beardsley of East Creek, Col. Charles Newkirk and Col. Peter Wagner of Palatine Church, for the east side, and Messrs. Oothout, Gansevoort, Dygert, Arndt and Keller for the west side. Beardsley, himself a millwright, was its contractor, and Philip Washburn, who had worked under Burr, who built the Canajoharie bridge, was boss carpenter under Beardsley. These twin bridges, like many such early structures, were of wood, not covered, and rested upon wooden piers or supports. The toll house was upon the Fort Plain side of the river. The timber for the "north bridge" (as generally called) came mostly from the Wagner farm, while that for the "south" bridge came from Snellsbush. Although the river runs north and south from Palatine Church to Canajoharie, the river sides are generally called north and south sides, as in the rest of the valley, where the course of the Mohawk is generally east and west. After the Canajoharie bridge fell in 1807, it was the only bridge across the Mohawk in the present county until the new one at Canajoharie was built. James Beardsley of East Creek was one of the Fort Plain bridge commissioners, because at that date (1806 and until 1817) Montgomery County ran west to Fall Hill.

Simms says that the completion of Fort Plain bridge "was celebrated with no little pomp on the 4th of July, 1806, and took

place on the north [east] bank of the river not far from the bridge. Gen. Peter C. Fox, in full uniform and mounted upon a splendid gray horse, was grand marshal on the occasion, and had at his command a company of artillery with a cannon, and Capt. Peter Young's well-mounted cavalry. The latter company is said to have trotted across the bridge to test its strength, and a severe one that would naturally be. Besides several yoke of oxen were driven over it to obtain a still further proof of its completeness, while a cannon blazed away at one end of it. Some one delivered an oration on this occasion. A dinner was served at the public house of the elder George Wagner to the multitude, who looked upon the completion of this enterprise as a marked event—and, indeed, such it was, for the services of ferrymen who had pulled at the rope for years, a little below, were now at an end and the delay and danger of crossing by ferriage was obviated.

"Methinks I can now see the table on which this dinner was served, groaning under the burden of good eatables; its head adorned with a good sized pig roasted whole—a sight yet common fifty years ago, but now seldom seen at the festive board. This Wagner place is the present [1882] homestead [now burned] of the old innkeeper's grandson, Chauncey Wagner. This remarkable bridge celebration was kept up three successive days, the parties dancing each night at the Wagner tavern, where Washburn and his hands boarded.

"When this bridge was erected, nearly all there was of Fort Plain—which took its name from the [former] military post nearby—was in the vicinity of this bridge. True, Isaac Paris had a few years before been trading at the now Bleecker residence in the present village, and Casper Lipe had another store for a time near the creek bridge; but besides the Oothout store, Conrad Gansevoort had one quarter mile below at Abeel's; while on the hill near the meeting house, Robert McFarlan was then trading—besides there were several mechanics within the same distance, all of whom are said to have done a prosperous business. * * * The ice took off the northern or principal structure of the Island bridge in April, 1825, after it had served the public for nineteen years."

At that time a growing, lively little village was on the present site of Fort Plain and had entirely usurped in importance the old Sand Hill section. Consequently the next bridge was built at the present river bridge site and was opened for carriages January 1, 1829. This was a substantial covered bridge, like many similar structures in the valley at that day. The bridge stock of the

Island Bridge Company had not been a profitable investment and stock in the new bridge company was not greatly sought after. This bridge went out in the spring "high water" of 1842 and lodged on Ver Planck's (now Nellis) island and on the Gros flats. A new bridge was built in the summer of 1842 and lasted until the spring of 1887, when the ice broke down the abutments, during the spring flood, and carried the bridge away. The present iron structure which replaced it is said to be the longest single span iron bridge of its type in Central New York.

A free bridge across the Mohawk at Fort Plain was projected in 1857, and work on an iron bridge, to stand just north of the present one, was begun in the same summer. Before the masonry was completed the work was stopped by an injunction, which delayed its completion until the summer of 1858, when the bridge was opened absolutely free to the public, and the covered bridge company thereby ceased taking toll. Litigation over the two bridges between the two companies finally resulted in the free bridge people obtaining possession of the old bridge at a serious loss to the stockholders interested in the latter. The iron bridge was finally disposed of and the proceeds used to raise and put into condition the covered bridge, which continued to be free to the public.

Says Simms: "The Fort Plain free bridge movement had a direct tendency to make nearly all the other bridges on the river free bridges; the time having arrived when the enterprise of the country demanded the measure. In 1859 an act was passed to erect a free bridge at Canajoharie or compel the sale of the old one—to be made free—which result followed."

* * * * *

Of the famous Schenectady bridge of 1808, Yates has the following in his "History of Schenectady County":

"The old Mohawk bridge was built by the Mohawk and Hudson Turnpike Co. It was begun in 1806 and completed in 1809. The architect was Theodore, cousin of that gay and rascally Lothario, Vice President Aaron Burr. Theodore Burr was reputed to be the greatest bridge architect in America. David Hearsay was the builder. He was a mason by trade, living by the bridge at the present residence of Ex-Judge Yates and, with his eyes upon the work day and night, a magnificent job he made of it. When finished it was unsurpassed in beauty and solidity by any structure in America. It was erected on three massive piers whose greater size readily distinguished them from the others put in in 1835—an architectural blunder. It was really the

first approach ever made to a suspension bridge. It was nine hundred feet in length in three lofty and magnificent spans, each of three hundred feet, made of two inch timbers of Norway pine. These spans were shingled to keep them from the weather. They were of enormous size, four feet thick by three broad. Had the great architect lived, this, his masterpiece, would be standing today. But it began to sag, the uprights rotted and on the dissolution of the M. & H. Turnpike Co., it was sold to capitalists whose misplaced economy neglected that watchful repairing so necessary to a wooden structure of this size, so that the uprights and interior timbers rotted. Meanwhile it had apparently sagged; four more piers were built under it, destroying plan and principle of structure so that the old bridge became a succession of hills and valleys. It had been covered over with a barn-like unpainted covering of rough hemlock boards, which, becoming weather-beaten from the total absence of paint, made it in its old days a ghostly, ghastly tunnel over the river—it could only be described as spooky. Menagerie elephants sometimes would not cross, and on one occasion in the early sixties, the whole town watched with delight while the elephants who refused to cross, sported with glee in the warm current on a hot summer day and had to be driven across by the steel hooks of the keepers.

"Meanwhile, David Hearsay living beside it, was the bridge keeper and guarded the creation of Burr's genius and his own handiwork with a heathen veneration. With him, for half a century, was old Christopher Beekman, better known as 'Uncle Stoeffel', the friend and father of the Delta Phis of Old Union—after them the pater-familias to every under-graduate. Uncle Stoeffel knew many great men in their youth and many of the renowned of the land came to see him at commencement time. He was a quaint old German with laughable lapses of English, with a remarkably well educated cat as his inseparable companion. He was an ideal toll-taker. The cavernous old structure, as might well be imagined, was invested and infested at night by all the dissolute and disreputable vagabonds of both sexes in the city. He lived in the ramshackle old toll-house on the spot where the present structure stands, kept it scrupulously clean, slept with an eye and an ear always open. The ruffian whoever and however desperate he was, who persistently refused his toll or used a threatening word or movement, went down like a stricken ox under the hickory club always within reach. A strange old character, simple as a child, an old confiding Dutch baby, loving the boys, upon whom the ingrates were always playing tricks. And

they owed him much and owed it often. When the wayward under-graduate emerged from a 'skate' with swelled head and leaden stomach and a copperas palate and could not get relief, he would stagger down to the old toll house for the cure that Uncle Stoeffel knew how and was ready to give any time of the day or night. Uncle was a devout Methodist according to his lights. He would stand the victim of the youthful ebullition in the center of the floor clad in the 'altogether' and give him a tremendous bath on the clean boards, stuffing him with sour condiments of his own concoction, accompanied by religious admonition throughout, a strange mixture of piety and pickles, of pails of water, the Pentateuch and the Psalms of David.

"Between David Hearsay, a calm dignified gentleman, and the peppery German, there was always a bickering warfare, though no doubt their friendship born of close comradeship of fifty years was deep and sincere. Hearsay was a rigid Episcopalian, Stoeffel a decided dissenter. Hearsay abhorred tobacco, Uncle puffed his tobacco pipe all day. The two old men were nearly of an age, and that age was about eighty. Hearsay was continually warning Stoeffel that his excessive smoking would bring him to an early grave, Stoeffel's answer was only a more vigorous puff.

"Hearsay died leaving a decent competence for his widow. Uncle went where he never should have gone—to the poorhouse. Long after Hearsay's death, he met an old resident and greeted him. 'So Hearsay saice de smoke would dry me ub? Vere is Hearsay now, taging doll some vere else? My bibe and I is here.'

"Heim Stoeffel, let us hope that when long ago St. Peter met you at the gate, he recognized his earthly fellow craftsman and in paternal spirit swung wide open the pearly portal without a creak in its jeweled hinges."

* * * * *

The Schenectady Mohawk River wooden suspension bridge was covered about 1820. In 1874 the Remington Ilion Bridge Works built the iron highway bridge here. This was a toll bridge up to March 11, 1920, when it became free. The toll franchise brought in $25,000 annually to the town of Glenville. In the old turnpike days here was the first Mohawk turnpike toll gate, going west.

In 1916 initial steps were taken by the state toward the construction of the new highway bridge over the Mohawk at Schenectady. It is of concrete, handsome in detail and mass, nearly a mile in length and costing about $2,000,000. See Chapter 111,

"The Great Western Gateway Bridge," and Chapter 112, "Traffic Over the Great Western Gateway Bridge."

In 1825, it has been previously noted, a bridge across the Mohawk was erected between Yosts, at the western end of the town of Mohawk and Randall, in the eastern end of the town of Root. This was shortly after swept away by ice.

In 1837 the first bridge connecting the villages of Fonda and Fultonville was erected. A new bridge across the Mohawk between the two villages was completed in 1923. The former one had been badly damaged by a Barge Canal craft striking a bridge pier.

In 1852 a bridge was built across the Mohawk at St. Johnsville, on the site of the present structure, thus completing the three bridges which span the river in western Montgomery County. This was one of the last covered bridges standing along the Mohawk River. It has been replaced by an iron structure.

In 1852 the suspension bridge at Tribes Hill-Fort Hunter was built, one of the first iron and steel suspension bridges erected in the state. This old bridge is a famous Mohawk Valley landmark, as it stands close to the Tribes Hill station of the New York Central Railroad and the old Mohawk turnpike.

A feature of bridge building on the Mohawk are today (1925) the bridges erected by the state in connection with the Barge Canal locks. These may be utilized by the towns, on which they abut, constructing proper approaches. The only one of these bridges now in use is that at Rotterdam, which carries a large amount of traffic between the south shore and the Mohawk turnpike.

It is difficult today to realize the importance of the erection of the first bridges to the valley people. It meant greater trade and intercourse among themselves and with the outside world and the construction of an important bridge was invariably followed by an increased population center at one or both ends of the structure.

Communities like Fort Plain, Canajoharie, St. Johnsville, Amsterdam, Fonda and Fultonville, which have been deprived of bridges, realize the importance of such viaducts of traffic and transportation and the necessity for the permanence of their construction and efficiency of their upkeep. Good roads and good bridges go together as prime essentials for civilized agricultural regions.

CHAPTER 84.

THE MOHAWK VALLEY IN 1810.

A VERY COMPLETE DESCRIPTION OF MOHAWK VALLEY TOWNS, TOWNSHIPS AND COUNTIES IN 1810, COMPILED FROM "SPAFFORD'S GAZETTEER OF NEW YORK STATE," PUBLISHED IN 1814.

Spafford's Gazetteer of New York State, published in 1814, describes our valley as it was in 1810. The following chapter consists of parts taken from that work, which give a very complete account of the Mohawk Valley at that period.

The first portion of the chapter deals with our six Mohawk Valley counties. There were but five such counties in 1810, as Fulton County was then part of Montgomery County and continued as such until 1836. In 1810, the Mohawk Valley counties were—Schenectady, Schoharie, Montgomery, Herkimer and Oneida. The Mohawk River counties numbered four, as at present—Schenectady, Montgomery, Herkimer and Oneida. Montgomery County then ran west to present Little Falls. In 1810 Montgomery County embraced present Fulton and Hamilton counties. Oneida County then included Oswego County.

The second part of the 1810 description covers the towns and townships along the Mohawk River from its outlet into the Hudson at Waterford, westward to Rome. Some adjacent townships have been added, such as New Hartford, Paris and Camden. Many of these 1810 townships were much larger than at present and embraced townships which have since been formed. For instance, Danube Township, now in Herkimer County, was then embraced in the township of Minden, Montgomery County; Charleston embraced Glen, etc. The present Township of St. Johnsville, Montgomery County, was then part of Oppenheim Township, now in Fulton County. Johnstown Township ran to the Mohawk River and included present Mohawk Township of Montgomery County. Herkimer Township then included Little Falls Township.

In 1810, the Mohawk River Townships were Halfmoon (Saratoga County); Watervliet (Albany County); Niskayuna, Schenectady (Schenectady County); Amsterdam, Florida, Johnstown, Charleston, Canajoharie, Palatine, Minden, Oppenheim, Manheim (all then in Montgomery County); Herkimer,

German Flats, Frankfort, Schuyler (Herkimer County); Whitestown, Deerfield, Rome (Oneida County). To these have been added Paris (then embracing Kirkland, inasmuch as the latter is part of the Utica 1925 metropolitan district) and Camden, as it now includes the Village of Camden. Paris and Camden were and are parts of Oneida County.

The Mohawk River towns described in Spafford's Gazetteer are also here reprinted. They are Waterford, Cohoes, Schenectady, Johnstown, Herkimer, Utica, New Hartford, Whitestown, and Rome. There were other small villages then which are not separately described, such as Amsterdam, Caughnawaga (Fonda), Canajoharie, Fort Plain, St. Johnsville, Mohawk and Clinton.

There are some historical errors in Spafford's Gazetteer, but it is mainly correct in its details. Such errors are here omitted, where possible.

In 1800, the population of the Mohawk Valley was 78,811 (with Schenectady estimated, as it was then part of Albany County). In 1810 the total Valley population of Schenectady, Montgomery, Schoharie, Herkimer and Oneida was 128,986, which showed a growth of over fifty per cent. in the population in the decade from 1800 to 1810.

This description of the Mohawk Valley was written by an intelligent observer of unusually keen perception. It is interesting to contrast his view of our Mohawk River country with that of another keen observer, the French Spy of 1757, who wrote of the valley in the midst of the French and Indian War, fifty years prior to the account published in Spafford's Gazetteer. The latter description is so vividly made and in such convincing detail that it reads as though it was recording present-day conditions. A reading of it gives one the temporary impression of a present time and the reader almost expects to look out of his window and see a Mohawk Valley of 1810, after following Spafford from the mouth of the Mohawk to Rome, in the early days of the Nineteenth Century. Such is the effect of the arrangement of the material as it is presented here. In Spafford's Gazetteer, the towns and counties are given in alphabetical order and the material does not present the same mental picture as that obtained from the selection of the counties, towns and townships of the Mohawk River country, which is printed in this chapter.

The Mohawk Valley of 1810 was essentially the Valley of today. True, there were then no railroads and the manufactures and cities and towns were small by comparison with those of

today. However, in 1810, the Valley towns and industries seemed large and important to the observer of that time, as the enthusiastic accounts of both subjects in Spafford's Gazetteer plainly show. While there was then no Erie Canal, the progenitor of the present State Barge Canal existed in the canals, dams and locks which made the Mohawk River navigable in a small way. Spafford's observer seems to have not appreciated the part played by the Mohawk River, in early commerce and transportation, because the Mohawk's water traffic was evidently then in decline. However our river had played a great part in the history of American inland navigation.

In 1810 the agricultural industry of the Valley was of equal or greater importance with that of 1925. There was then a larger population engaged in farming in the Mohawk Valley than there was in 1920, 110 years later.

In 1810 there were two Mohawk Valley towns which were cities of that day—Schenectady and Utica. Schenectady had 500 houses and Utica 300. Schenectady's growth seems to have been very slow in the thirty years following the Revolution, while that of Utica had been very rapid. However, Schenectady was then the largest town in New York State west of Albany. In 1810, the lower Mohawk Valley had been settled for 150 years. Schenectady was then considered ancient among American towns of that day. It had long before shaken off its frontier characteristics and was a conservative center of commerce, and civilization. For a quarter-century it had been the seat of Union Academy and Union College. It still retained much of its old Holland Dutch character and the language of brave little Holland was still spoken by its burghers and their good vrouws.

Utica, on the other hand, was a lively, bustling, manufacturing city, with much of the progressive character which it has at the present time.

Waterford, at the junction of the Mohawk and the Hudson rivers, had 190 houses in 1810, and can be justly considered a city of the time.

The second class of Valley towns, described by Spafford, together with the number of houses, is as follows: Johnstown, 120; Herkimer, 95; Whitesboro, 100; Rome, 95; Trenton Village, 70. These were regarded as good sized towns and trading centers in 1810. Johnstown, Herkimer, Whitesboro and Rome were county seats, the two latter being "half shire-towns" of Oneida County.

The third-class towns or villages of 1810, with their individual number of houses, follow: Amsterdam, 35; Caughna-

waga (Fonda), 30; Canajoharie, 20; Palatine Church; Little Falls, 50; Fort Herkimer; Deerfield Corners, 20; Clinton, 55; Paris Hill, 35; Vernon, 35; Waterville, 40; Boonville; Camden; Spafford's gives "Palatine Village", meaning Palatine Church, 40 houses; 20 would be nearer the truth. No number of houses is given Fort Plain, but it had about 20 in the Sand Hill section and 5 or 10 at its present center, in 1810. A few of these towns have no more houses or people today than they held in 1810.

The hamlets of 1810, in the Mohawk Valley, were as follows: Cohoes, Tribes Hill, Fultonville, Kingsborough (Gloversville), Broadalbin, Ephratah, St. Johnsville, Green's Bridge (Dolgeville), Mohawk, London (Ilion), Frankfort and Oriskany were hamlets of from 5 to 15 houses. From the foregoing it can be seen that all the towns of the Mohawk Valley were in existence in 1810, at least in a very small way. As previously mentioned, Oneida County embraced Oswego County in 1810. Oswego Falls (present city of Oswego) then had 15 houses. Fall Hill was also a hamlet, probably as large as it is today.

All the villages of Schoharie County, in 1810, were small, as it was a strictly agricultural section. Schoharie Court House had 25 houses, and Middleburgh, Cobleskill and Carlisle were hamlets. Central Bridge had 20 houses.

Spafford's topographical and geographical description of the Mohawk Valley in 1810 is unusually clear and interesting and, in part, much of it would pass for the Valley as it is today. The importance of the Mohawk Turnpike is plainly shown. In 1810 it bound together the towns along the Mohawk, exactly as it does today—"like beads on a chain".

In the following account, the references, given in Spafford, are eliminated, as they are confusing and not necessary to this Mohawk Valley description. The abbreviations used by Spafford are mostly self-evident in their meaning. The main ones in use are as follows: "S. Elec.", senatorial electors; "fr", from; "h", houses; "s", stores; "A" or "Alb", Albany; "p. o.", post office; "l", lake; "ch", courthouse; "tax Inhab.", taxable inhabitants; "v", village, etc. The points of the compass, "n", north; "e", east, etc., are self-evident.

Spafford's descriptions follow without quotations:

Schenectady County.

Schenectady County is but of recent date, though the settlement is very ancient. It was erected from Albany County in 1809, and is but a small county in extent though it contains the

city of Schenectady. Bounded northerly by Montgomery and Saratoga Counties, easterly by Saratoga and Albany Counties, southerly by Albany, and westwardly by Schoharie County. The form is very irregular, and the area may be about 180 square miles, or 115,200 acres. Situated between 42° 43′ and 42° 48′ N. Latitude; 09′ E. and 20′ W. Longitude from New York.

TOPOGRAPHICAL AND STATISTICAL TABLE, CENSUS, ETC., OF 1810.

Towns.	P. O.	Pop.	S. Elec.	Remarks.
Duanesburgh	1	3,052	253	23 m. N. of W. fr. Albany; L. Maria, Prospect-Hill
Niskayuna		424	57	On the S. side Mohawk, 12 m. N. W. of Albany
Princetown		826	98	22 m. from Alb., 7 W. of Schenectady
Schenectady	1	5,903	622	Schenectady City; compact part, 500 h. & s., Union College, 4 churches, 14½ m. fr. A.
	2	10,205	1,030	

The County of Schenectady has the Mohawk running across its northern part, and the other small streams are too inconsiderable for notice here, except Aalplaats Creek, noticed under Saratoga County. The historic notices will be referred to Schenectady City; and there is little to invite summary detail. The soil, except the alluvial flats, and the more elevated and broken lands of Duanesburgh, and some part of Princetown, is similar to the upland, sandy plains of Albany County. Duanseburgh is more loamy, and the tracts of alluvion are extensive and very rich along the Mohawk near Schenectady. Of the agriculture, no general character can be given. * * * The great turnpike to the Mohawk and the western country leads from Albany to Schenectady, 14½ miles distant. And here is the portage between the Mohawk and Hudson Rivers, occasioned by the rapids and falls of the former below Schenectady. An elegant covered bridge across the Mohawk at this place deserves eminent notice. It is 997 feet in length, and is one of the best efforts in this line, according to the expense and the materials employed, of the celebrated bridge architect, T. Burr.

Schenectady, the capital of this county, and from which it takes its name, is charmingly situated on the Mohawk flats on the margin of that river, and contains about 500 houses and stores, the county buildings, Union College, four churches, or houses for public worship, and a bank. It is 14½ miles northwest of Albany, and 15 southwest of Bailston Springs. The inhabitants are principally Dutch or their descendants, variously intermixed with emigrants from Europe and the United States. Schenectady County sends two members to the House of Assembly.

Schoharie County.

Schoharie County was erected from Albany and Otsego Counties, in 1795. It is situated about thirty-four miles west of Albany, and is bounded north by Montgomery County, east by a small angle of Schenectady, and by Albany County, southerly by Greene and Delaware counties, west by Otsego County. The area may be about 565 square miles, or 361,600 acres. Situated between 42° 18′ and 42° 10′ N. Latitude; 10′ W. and 43′ W. Longitude from New York.

TOPOGRAPHICAL AND STATISTICAL TABLE, CENSUS, ETC., OF 1810.

Towns.	P. O.	Pop.	S. Elec.	Remarks.
Blenheim	1	1,319	132	47 miles S. of W. from Albany
Broome	1	1,942	147	Formerly Bristol, 38 miles from Albany
Carlisle	1	1,231	83	Erected in 1807; 40 miles from Albany
Cobleskill		2,494	257	35 miles from Albany
Jefferson		1,740	212	48 miles S. of W. from Albany
Middleburgh		3,236	313	35 miles from Albany. Schoharie Flats
Schoharie	1	3,232	266	Schoharie V., 25 h., C. H. 32 m. fr. A.; S. Bridge V., 20 h. p. o.
Sharon	1	3,751	324	45 m. fr. A.—N. W. cor. of county
	6	18,945	1,704	

The County of Schoharie is situated thirty-four miles west of Albany, embracing a tract of elevated and broken land, formed by the Catsbergs, or Catskill hills, and the Helderbergs. It has no larger stream than the Schoharie Creek, which, rising in Greene County, runs centrally through Schoharie northward, seeking the Mohawk, which it enters in Montgomery County. Cobus, or Cobleskill, is a principal branch of the Schoharie Creek, and Catskill rises among the mountains in the southeastern part of this county. The rocks of Schoharie County are principally calcareous, and the hills abound with precipices and natural caverns, common features of limestone countries. And the alluvion is of a peculiarly rich and fertile character, another common feature, being formed of vegetable mold, variously intermixed with calcareous loam; a soil of superior excellence wherever found, warm, durable, and adapted to a great variety of products. The alluvial flats are very extensive along this creek; and they have been settled more than 100 years, since first occupied by German and Dutch emigrants. These flats extend about twenty-six miles, following the windings of the stream, and are in many places a mile wide. The calcareous stones abound with those impressions imputed to petrification of the shells of testaceous animals; and which, in spite of popular prejudice, belong to a different order of stones. This county is pretty well watered with springs and

small rivulets; and the agriculture, though not in the best style of improvement, is proverbially productive. The three southern towns, Broome, Blenheim and Jefferson, are principally settled by people from the eastern states.

The ancient inhabitants of this county suffered much from Indian hostility; and during the Revolutionary war, Schoharie was overrun and laid waste by the British and Indians under the command of Brandt, and of Johnson, the greater savage of the two. Much of the clothing worn in this county is made in the family way; and many of the inhabitants are very rich. Schoharie, the capital of the county, is finely situated on the Schoharie flats, where is a small village of twenty-five houses, the county buildings and two churches. The courthouse is of stone, three stories high; and the houses have rather the appearance of a rich farming settlement, than of a motley collection of taverns, shops and offices. Schoharie County sends two members to the House of Assembly.

Montgomery County.

Montgomery County was named in honor of General Montgomery, in 1784, having before been called Tryon County. It was one of the fourteen counties organized by the General Organization Act of 1788; and was then, and still is, the largest county in the state. It is bounded north by St. Lawrence and Franklin Counties; east by Essex, Washington, Saratoga, and a small angle of Schenectady County; southerly by Schenectady, Schoharie and Otsego Counties; west by Herkimer County. Its greatest length, north and south, is eighty-nine miles; greatest width, thirty-eight miles. The whole area is 2,762 square miles, or 1,767,680 acres. Situated between 42 47′ and 44 07′ N. Latitude; 04′ W. and 54′ W. Longitude from New York.

TOPOGRAPHICAL AND STATISTICAL TABLE, CENSUS, ETC., OF 1810.

Towns.	P. O.	Pop.	No. Tax Inhab.	Remarks.
Amsterdam	1	3,039	400	Amsterd. V., 35 h. & s. 27 m. fr. A.; Veddersburgh
Broadalbin	1	2,238	307	Broadalbin V., 38 m. from Albany; Fonda's Bush
Canajoharie	1	4,010	613	Canajoharie V., 20 h., 50 m. fr. A.; Bowman's Creek
Charleston	1	5,282	660	Old M. Castle, 10 m. fr. Johnstown, 38 fr. Albany
Florida	1	2,777	290	Old Mohawk Castle, Johnson-Hall, 35 m. fr. Albany
Johnstown	1	6,225	817	Johnstown V., inc., 121 h., 42 m. fr. A.; Cahnawaga P. O., 30 h.

Manheim	1	1,444	221	60 m. from Albany, 25 W. from J.
Mayfield		2,065	380	40 m. N. W. from Albany, 8 N. E. from Johnstown
Minden	1	4,788	653	Old Indian Castle, Fort Plain, Fall Hill, 62 m. fr. A.
Northampton	1	1,474	242	50 m. N. E. from Albany; Great Fly & Mount Joy
Oppenheim		2,693	424	Oppenheim V., 55 m. fr. A.; 14 N. W. fr. Johnstown
Palatine	1	3,111	547	Palatine V., 40 h., 55 m. fr. A.; Stone Arabia 52 m.
Salisbury		1,252	200	75 m. fr. Albany, 30 N. W. from Johnstown
Stratford		353	206	68 m. from Albany, 27 N. W. from Johnstown
Wells		465	320	Pezeeke Lake, and sources of the Hudson
	10	41,906	6,180	

The County of Montgomery, like Herkimer, has the Mohawk running eastward across the whole county, near its southern extremity; and like that county, has much the same character of surface, soil and climate, as referred to the different portions of the whole territory. Its waters are very numerous. The Mohawk receives, within this county, from the south, the Nowadaga, Otsquaga, Canajoharie and some other small creeks, besides the Schoharie Creek, or river, which rises in Greene County. From the north, East Canada, Garoga, and Chuctenunda Creeks, besides many smaller streams. The Sacandaga, a large branch of the Hudson, has its source in this county [then including present Hamilton County], and its course for many miles. And the north, or main branch of the Hudson, spreads over the northern part, which also furnishes the extreme sources of the Racket River, of the St. Lawrence. This part of Montgomery is clothed with evergreens, of an enormous size, and abounds with swamps, small lakes and marshes, little known. The settlements can hardly be said to extend beyond twenty-five miles north of the Mohawk. Along that river, the broken lands are productive, and the alluvial tracts are extensive and rich. The southern half, therefore, of the whole area has almost all the population, and this part may be called a good tract of land; while the northern is of very little value. The taxable property of this county, agreeable to the supervisor's books for 1810, amounts to $5,233,766; and the senatorial electors are 3,684. In 1788, when first erected, Montgomery included all that part of the state lying north and west of Ulster, Albany, Washington and Clinton counties—an immense area, now so numerously subdivided, and so populous. In 1786 the whole population of this county was 15,057; in 1790,

that of the same area 29,923; in 1800, 162,690; and in 1810, more than 280,000.

The navigation of the Mohawk, and the goodness of the roads communicating with the Hudson, afford important facilities of trade and intercourse. No other stimulus for industry and enterprise has equal efficacy with that of direct profits, by which the laborer is enriched. Abundantly furnished with good sites for water works, these conveniences have been well improved, and there is a good supply of common mechanics. Wheat has long been a staple product of the Mohawk country in general, and this county yields a vast amount. It is much to be regretted that the exuberant fertility of the wheat lands of this country should be subject to such husbandry as greatly to lessen the value of this product; smut and foul grain, which have so much injured the quality and reputation of the wheat of the Mohawk country, are certainly excluded from the crops of the good husbandman. By greater care in tillage and in harvesting, both may be excluded. No wheat should ever be housed or mowed while there remains sufficient greenness in the straw to occasion fermentation; nor cut, unless I much mistake, while any of the joints remain green. At any rate, the subject is of sufficient importance to induce experiments in the hope of a remedy; and I can but earnestly recommend to farmers a fair trial of these suggestions, particularly as relates to smut. Let the experiment be fairly tried, by reserving a few rods in the midst of a field of smutty wheat, till fully ripe—till the straw be dry and the chaff begins to open; then gather, preserve the grain separately, and use this for the seed of the next crop. If smut be a disease of this invaluable and abundant product of our lands, how carefully should the good husbandman labor to find a remedy! And had I not great confidence in this mode, I should not take the liberty to propose it here. The brining of seed is generally known to be serviceable, though not much used in this country.

It ought not to be forgotten that this county was the principal residence of the Mohawk Indians and the chosen and favorite region of the Johnson family, long and eminently conspicuous as the peculiar favorites of those Indians, and as the agents of Great Britain. Nor ought we to forget the ground consecrated to history, by the events of wars and the despicable intriques and rapacities which these produced, nor the series of reflections perpetuated by all such records of memorial. Montgomery County sends five members to the House of Assembly.

Herkimer County.

Herkimer County was erected from Montgomery County, in 1791, and was then very extensive; but by successive subdivisions from which were erected other counties, it is now restricted to a much smaller area. Its present form is an irregular oblong, embracing the Mohawk, which crosses the southern part. The geographical center lies about eighty-five miles on a right line northwest from Albany. It is bounded north by St. Lawrence County, east by Montgomery County and a small angle of Otsego County, south by Otsego County, west by Oneida and Lewis Counties; greatest length, north and south, eighty-five miles; greatest width, sixteen miles. The area is 1,106 square miles, or 707,840 acres. Situated between 42° 49′ and 44° 07′ North Latitude; 44′ W. and 1° 15′ from New York.

TOPOGRAPHICAL AND STATISTICAL TABLE.

Towns.	P. O.	No. of Families.	Pop. 1810	S. Elec.	Villages, Remarks, etc.
Fairfield	1	412	2,705	284	Fairfield Acad., 76 m. fr. Alb., 10 N. E. fr. Herkimer.
Frankfort		220	1,304	112	S. side Mohawk, 9 m. fr. Her., 87 from Albany
German Flats	1	371	2,228	207	S. s. M., German Flats, V., Canal, etc., 75 m. fr. Albany
Herkimer	1	415	2,743	282	Herkimer V., inc., 95 h. & s., 78 m. fr. A.; Little Falls P. O.
Litchfield	1	414	2,533	319	S. side Moh., 10 m. from Herk., 88 from Albany
Newport	1	270	1,605	86	Bowen's Settlement, 95 m. N. Westerly fr. Albany
Norway	1	235	1,466	142	20 m. N. from Herkimer, 90 N. Westerly fr. Albany
Russia	1	238	1,381	112	26 m. V. from Herkimer, 90 N. Westerly fr. Albany
Schuyler		324	2,107	124	10 m. N. W. from Herkimer, 88 from Albany
Warren	1	664	3,974	444	S. s. of Mo., 70 m. from Albany, 9 m. S. fr. Herkimer
	8	3,563	22,046	2,112	

The County of Herkimer has a large proportion of hilly land, and as great a diversity of soil as any county in the state. The hills that border the Mohawk aspire with considerable assurance to the name of mountains. The southern part furnishes some small sources of the Susquehanna, a circumstance that indicates a lofty altitude; and the tract of country, called the Royal Grants, which lies north of the Mohawk, is elevated, broken by high hills, and has a mountain temperature. The northern part is less ele-

vated and more level; but extensive swamps and marshes, with the vast forests of evergreens, pine, spruce, hemlock and fir, characterize its mountain temperature, and the cold, sterile soil. But, when I penetrated the northern wilds of this country, while collecting the materials for this work, I may have judged too hastily, and perhaps unfavorably, though of the mountain character, and its influence on the climate, I can not be mistaken. In a country wholly wild, however zealously bent on precise examination, the traveller, in time, ceases to examine mole-hills, till he has found a breakfast. And in practice, there is a wide difference between the philosophy of knowledge, while snugly seated in a stage-coach, or perambulating vast forests, remote from the habitations of man. Herkimer County furnishes some small streams of the Oswegatchie, several considerable branches of Black River, and the main source also of that river. West Canada Creek rises in this county and in Montgomery, runs at first west, then curves about to the southeast, after forming part of the western boundary, and holds a southerly course to the Mohawk, near the village or borough of Herkimer, the capital of the county. The Mohawk crosses the southern part of this county, and some small waters of the Susquehanna rise near the southern extremity. No district of equal size contains a greater diversity of soil. Much of the hilly ground affords a good soil, some of sandy, argillaceous, and loamy—free from stone in some parts, in others so stony as almost to exclude soil. The alluvial flats are extensive and very rich along the Mohawk; and there is considerable of alluvion along the creeks. The rocks are calcareous granite, some few blocks of the European kind, limestone, slatestone, and fragil shistus—the common flint, masses of calcareous sandstone or free stone, and so intermixed and disposed as to mock all the closet speculations of general theory. The agriculture of all the southern part is productive, and affords a great amount of surplus products. The taxable property, as estimated on the supervisor's books in 1810, amounts to $1,904,123. In addition to the view of its manufactures in the general table, page 50, there are thirty-three grain, and fifty-four saw mills, a steel yard manufactory and a cotton manufactory. The whole value of household manufactures, in woolen, linen, and cotton or mixed cloths for common clothing, exceeds $200,000. There are 44,450 sheep in the county, 1,500 of which are of mixed blood with the Merino. In 1800 the population was 14,503; the gain, therefore, in ten years is 7,543. Herkimer County sends three members to the House of Assembly.

Oneida County.

Oneida County was erected from Herkimer County in 1798, and was then very extensive; but the northern part of Oneida was erected into two other counties, Jefferson and Lewis, in 1805. Its present form is very irregular: Bounded northerly by Jefferson and Lewis counties, east by Herkimer County, southerly by Madison and Onondaga counties, through the channel of Oneida Creek and Lake, and Oswego River; westwardly on Lake Ontario, or by the British possessions in Canada [Oneida including Oswego County in 1810]. The area may be about 2,036 square miles, or 1,303,040 acres. Situated between 42° 52′ and 44° 25′ N. Latitude; 1° 5′ W. and 2° 30′ W. Longitude from New York.

TOPOGRAPHICAL AND STATISTICAL TABLE, CENSUS, ETC., OF 1810.

Towns.	P. O.	Pop.	S. Elec.	Remarks, Villages, etc.
Augusta		2,004	350	About half of the N. Stockb. land, 17 m. S. W. fr. Utica
Bengal		454	71	27 m. N. W. fr. Utica, at the N. E. extremity of Oneida Lake
Boonville	1	393	67	Boonville, or B. Settlem., 25 m. N. fr. U. on Blk. R. road
Bridgewater	1	1,170	151	12 m. S. fr. Utica. The southern extrem. of the county
Camden	1	1,132	178	On the N. of Bengal & Oneida L., 30 m. N. W. fr. Utica
Constantia		153	26	Rotterdam & the remains of Fort Brewerton, N. E. end of O. L.
Deerfield		1,232	117	Deerfield, N. of Mohawk, opposite Utica
Florence		396	62	32 m. N. W. from Utica, N. of Camden and Bengal
Floyd		970	127	10 m. N. from Utica, 6 E. from Rome. Iron ore
Lee		*	*	Erected April, 1811, fr. Western, 25 m. N. W. fr. Utica
Mexico		845	123	Mexico, on L. Ontario & Salmon C. Harbor. 65 m. fr. U.
Paris	1	5,418	652	Clinton V., 55 h. & s. p. o. & Acady.; Paris Hill, 35 h. & s. Hanover V.
Redfield	1	362	57	45 m. N. W. fr. Utica; 36 E. fr. Oswego
Remsen	1	489	33	26 m. N. from Utica; 55 m. N. W. from Johnstown
Richland		947	152	55 m. N. W. from Utica, at the end of L. Ontario
Rome	1	2,003	182	Rome V., 95 h. Canal, 16 m. N. W. fr. U.; 60 fr. Oswego
Sangerfield	1	1,324	177	Sangerfield V., 50 houses; 15 m. S. from Utica
Scriba	1	328	11	Oswego Fort, p. o.; 178 miles from Albany
Steuben		1,105	140	Baron Steuben's Patent, 110 m. fr. Alb., 20 m. fr. Utica
Trenton	1	1,548	127	Trenton V., 70 h., Falls, 13 m. N. fr. Utica, 107 m. fr. A.
Vernon	1	1,519	190	Vernon V., 35 h. & glass manufactories. Oneida Castle
Verona		1,014	151	Fort Royal & Wood Creek Landing, 127 m. fr. Albany

Volney		*	*	Oswego Falls, 15 dwellings, 165 m. from Albany
Western		2,416	275	20 miles N. from Utica, 8 from Rome
Westmoreland	1	1,135	141	Hampton p. o.; Dean's Tract, 11 m. W. from U.
Whitestown	2	4,912	533	Whitesboro, 100 h.; Utica, 300 h., p. o., 97 f. A.; N. Hart. p. o.
Williamstown		562	82	40 m. N. W. of Utica; 33 E. of Oswego; 10 N. of Rotterdam
	17	33,792	4,175	

The County of Oneida is very extensive, has a large aggregate population, and a great amount of property. Independent of its central position, as regards the whole territory of the state, the geographical position is commanding and very important. Its villages, already of much trade, have the great avenue of intercourse between Albany and the western parts of the state leading directly through them. Here is the western navigable extremity of the Mohawk, and the short canal connecting that river [through Wood Creek] with the waters of Lake Ontario; and in consequence the natural depot of the products and trade of a vast extent of surrounding territory, opulent of agriculture, with a soil of great fertility. Unless I misjudge very grossly, this country will long cherish manufactures, and is destined to become, at some future period, the greatest seat of manufacturing in this state. The face of the country is very level, and the only tract that borders on a hilly character is a small portion of the eastern part; while on the north and westward from the Oneida Lake it is almost a dead level. The small streams are very numerous. Here are the sources of the Mohawk, spread over the eastern part. The Susequehanna receives some small waters from two of the southern towns, through the Unadilla and Chenango branches of that river; and Black River crosses the northeast corner, while West Canada Creek forms a small part of its eastern boundary. Oneida Creek runs into the head of Oneida Lake, forming the boundary toward Madison County; and Wood Creek, which rises near the Mohawk, extends the communication with the Mohawk and Oneida Lake, into which it also empties, at the east end, and receives Fish Creek near its mouth, larger than itself. The Oneida Lake is half in this county, as is also the Oswego River, its outlet, which enters Lake Ontario at Fort Oswego. The Oriskany and the Sahqueda creeks water the southern part, and run north into the Mohawk in Whitestown. The Skanando rises in Augusta, and runs into Oneida Creek. From the north the Mohawk receives Nine-Mile, and some other small creeks, as do the Oneida Lake and Oswego River. Little Sandy Creek, and Salmon

Creek, and Little Salmon Creek, with many others, run into Lake Ontario.

The taxable property of this county, agreeable to the valuations on the supervisor's books, exceeds $4,000,000, a valuation far below the current value of property. In agriculture, Oneida County takes a high rank; as it does also in the extent and variety of its manufactures. The mills and water works are very numerous. But the far greater part of the population is confined to the eastern half of the county, the western being comparatively wild. Nor must we in this summary view, fail to notice particularly the compact settlements or villages of this county. Utica, on the south bank of the Mohawk, ninety-seven miles north of west from Albany, has an immense and rapidly increasing trade, as have Whitesborough and New Hartford, all in Whitestown; and Rome, finely seated on the canal, sixteen miles northwest from Utica, has also a brisk trade. The courts for the county are held alternately at Whitesborough and Rome. Trenton, Vernon, Clinton, Sangerfield, and several others, are very flourishing villages, the seats of much taste and elegance. In aid of the exertions of manufacturers, monied men have taken a deep interest in the stock of manufacturing companies, and every means has been used to improve the breeds of domestic stock. The Merino has been introduced in considerable numbers, and a most zealous spirit of improvement pervades all classes of the community. The falls of West Canada Creek, in Trenton, are a rare curiosity, and deserve early notice as such. Oneida County sends five members to the House of Assembly.

Watervliet [now, 1925, the township of Colonie], a large township in the northeast corner of Albany County, six miles north of Albany; bounded north by the Mohawk River, or the County of Saratoga, east by the Hudson, south by Colonie, and the City of Albany. It extends ten miles along the Mohawk and the lower sprout of that river, and six and a half along the Hudson, and has an area of about fifty-two square miles, exclusive of several islands in the Hudson. Much of the land is poor and barren, and the population is very unequally distributed. Along the Hudson are some fine flats, and in many places the river hills are of a moderate steepness, and present good farming lands. The interior has much of sandy ridges and some marshes and wet land, wooded with pine and a variety of dwarf shrubbery of little value. In the southeast is Mill Creek, which enters the Hudson on the north line of Colonie, and supplies some mills, with Cald-

well's factory also. The mansion house of Maj. Gen. Stephen Van Rensselaer is in the southeast corner, just on the north bank of this creek, and on a handsome flat extending to the Hudson. The road to Troy and the north country lies along the valley of the Hudson, on which there are two small villages in this town: Washington, five miles north of Albany, and Gibbons Ville, opposite Troy, six miles. About three miles north of Gibbons Ville there is a bridge across the Mohawk, a short distance below the Cahoos Falls. The roads are numerous in the interior, but they are rather paths than highways. A turnpike has lately been opened from Gibbons Ville to Schenectady, which extends west through this town, and promises to be of considerable importance. The Cahoos, being the principal falls of the Mohawk, are between Watervliet and Halfmoon, in Saratoga County. The whole waters of the Mohawk descend in one sheet, at high water, about seventy feet; and present a view as grand and majestic as it is wild and picturesque, when connected with the surrounding scenery. The islands formed by the spreading branches below the falls are also attached to this town. The Mohawk enters the Hudson in four branches, or sprouts, as they are commonly called, the upper at Waterford, and the lower one opposite Troy, three and a quarter miles in a right line below Haver Island, is about a half mile broad, and a little more than that in length east and west lying between the fourth and third branches immediately below Waterford. Van Schaick's Island, next below, is between the third and second branches, opposite Lansingburgh, and extends one and three-quarters miles in length, being about a half mile broad. This is also called Cahoos Island. The American army was stationed on this island, immediately before it advanced under General Gates, in 1777, to meet Burgoyne. And Haver Island had a number of breastworks thrown up at that time, which are still to be seen. It was intended to attempt a stand here as a last resort against the British army. These two islands are owned by a branch of the ancient family of Van Schaick. Green Island lies between the second and first branches, opposite Troy, and is near two miles long and half mile wide. In the vicinity of the Cahoos is a Dutch church and farming neighborhood, commonly called the Boght. Gibbons Ville is pleasantly situated on a handsome flat and contains about fifteen houses. Here is also a bell foundry, with a considerable variety of works in brass, plating, etc. Several small brass cannon have been lately made here, on a contract with the State of Connecticut. Surveyors' compasses, of superior construction and workmanship,

are made here, and I have seen some samples of plated ware, done in a very superior style. There are in this town 1,092 white males, 1,070 white females, 128 slaves, and seventy-five other persons; in all, 2,365; and there are 215 senatorial electors. There are five grain mills, and four saw mills. The lands are principally held by lease from the proprietor of the Manor of Rensselaer. Considerable efforts have been made to discover coal, where supposed indications of that mineral are found on the flats back of the village of Washington. But unfortunately these efforts are not yet attended with better success than those at Greenbush. The settlement of the people called Shakers is in the northwest part of this town, at Niskayuna, eight miles northwest of Albany. They have a house of worship, and the village contains about 150 houses.

Since the above was written, a manufactory of screws of iron, for woodwork, erected on the lower sprout of the Mohawk, near the Cahoos bridge, has got into successful operation. Works are about to be added for drawing the wire from which the screws are formed, when the iron will be taken into the bar, and manufactured into screws, now made of foreign wire. The machinery is all driven by water, and said to be very ingenious, the invention of a self-taught artist, Mr. Wm. C. Penniman. Some samples of the screws which I have seen appear to be well formed, and they are cut with great dispatch. These works are owned by an incorporated company, with a sufficient capital, and are situated directly opposite Lansingburgh, and about two miles below Waterford.

HALFMOON, a large township in the southern extremity of Saratoga County, including the post village of Waterford, twelve miles southeast of Ballston, and fifteen north of Albany; bounded north by Ballston, Malta and Stillwater, east by the Hudson or the County of Rensselaer, south by the Mohawk or the County of Albany, west by the County of Schenectady. Greatest extent east and west, eleven miles; greatest north and south, eight and one-half; it extends eight miles along the Hudson, and about twelve along the Mohawk. Dwarfkill, a small stream that runs north to Round Lake on the north line, has some mill-seats, as there are also on Anthon's kill, which forms part of the northern boundary; and there is a small stream that enters the Mohawk near Harmony Church which has some mill-seats. The Cahoos falls of the Mohawk, near its mouth, are between this town and Watervliet, and will supply a vast profusion of sites when the surrounding population shall need extensive water works. There are now

mills erected on the upper sprout or delta of that river, just at Waterford Point where it meets the Hudson. The surface is considerably diversified, and the center is occupied by a high plain with some summits of a moderate height; while in the east and south are the valleys of the Hudson and Mohawk, where the rivers have deepened their courses till the terminating plain presents some considerable hills. Along the Hudson are fine flats which only terminate at Waterford Point, the angle formed by the commingled waters of the two rivers; and these flats have good soil. Along the Mohawk is a sterile rugged tract for several miles where are some flats of sand of argillaceous mold. The soil of the interior is principally a light and yellowish sandy loam, the timber pine, etc.; along the rivers, oak predominates, with walnut and a variety of hard woods. The roads are too numerous to be good, and the main post road from Albany to the north country crosses the Mohawk at the Cahoos bridge, and leads through Waterford and along the Hudson through a small village in the north called the Borough, eight miles from Waterford. There is a bridge also across the Hudson at Waterford, both toll bridges. About four miles northwest of Waterford, on the road to Ballston-Spa, is a small village called Middletown, and north of this is a farming neighborhood, called Newtown, where is a Quaker meeting house, ten miles from Waterford. Waterford is an incorporated post village, pleasantly situated on the north side of the Mohawk, on a point of land formed by that and the Hudson, ten miles north of Albany. Sloops ascend to this place, but with great difficulty, and it unfortunately stands rather above than at the head of navigation. Great exertions are making to render the river navigable to this place, and in time it may be effected. The trade is now very considerable; and here are about 190 houses and stores, two churches, or houses of worship, and some other buildings. About six miles west of Waterford, in a bend of the Mohawk, is a tract known by the name of Clifton Park, in which is a Dutch Reformed church called Amity, with a Baptist meeting house also, in a farming district. The whole population of Halfmoon in 1810 was 5,292, with 592 electors.

WATERFORD, a populous and compact incorporated post village in the southeast corner of Halfmoon, Saratoga County, on the west bank of the Hudson, ten miles north of Albany, and four north of Troy. It is handsomely seated on a fine level surface, and on the point of land formed by the junction of the upper sprout or delta of the Mohawk with the Hudson, and is the most

populous town in the county, and has by far the most trade. Here is a toll bridge across the Hudson, to the upper part of Lansingburgh, on the opposite shore; and near here is also a toll bridge across the Mohawk, below, and in full view of the Cahoos, the great falls of that river. This is on the main north road from Albany, which leads through Waterford. In a few instances a moderate degree of the swell occasioned by the tides in the Hudson has been perceived at Waterford, which was formerly called Halfmoon-Point. The Hudson, however, can hardly be called navigable to this place at present, and its trade is principally carried on in flat-bottomed boats, scow-built and rigged with sails. Great efforts are making to improve the navigation, which may probably be effected in time, as the object shall increase in magnitude, with the increase of population. The village is handsomely laid out, on five east and west streets, intersected by others at right angles. There are now 190 houses and stores, a large proportion of which are of brick, two houses of worship, and some other buildings. There are three schools, one on the Lancaster plan, and in one the languages are taught, with the higher branches of polite and classical literature. A large and elegant new building is about to be erected by the trustees of the village, for the accommodation of these schools. Just at the point, a rolling dam is thrown across the Mohawk, which supplies some mills; and Waterford is well situated for a manufacturing town. Since the above was written, I learn that a wharf of 320 yards in length was constructed in 1812, at great expense and labor, together with a canal channel, extending along it to the channel of the Hudson. The wharf leads from the point into the Hudson on an angle of about 45°, inclining downwards. This will probably prove of some considerable advantage, but the only way to remove these difficulties at once is by turning the course of the lower sprouts of the Mohawk.

NISKAYUNA, a small township in the northeast angle of Schenectady County, twelve miles northwest of Albany; bounded north by the Mohawk or the County of Saratoga, south by Albany County, west by Schenectady. It is a small town that offers very little for local detail, and was erected in 1809, with the County of Schenectady. The land is pretty good along the river, but there is much of it that is of an indifferent quality. The whole population of this town in 1810 was 424, when there were fifty-seven senatorial electors. For the Shaker settlement of Niskayuna, see Watervliet. Alexander's mills, on the Mohawk, are situated at

the bridge, on the Ballston turnpike. Here is a low rolling dam quite across the river, a place of some business in water works, and a romantic prospect of the Mohawk and surrounding country.

SCHENECTADY, a city and also a post township, the capital of Schenectady County, the center of which is twenty miles northwest of Albany; bounded north by Saratoga County, east by Saratoga County and the Township of Niskayuna, south by Albany County, west by Princetown and the southeast angle of Montgomery County. Its extent is about equal to ten miles square and the Mohawk runs centrally through it on a devious course eastward. For the convenience of municipal regulations, it is divided into four wards, the first and second of which comprise the compact and ancient town of Schenectady. The land is of various qualities, from the poorest of sandy loam to the best of alluvial flats, which are very extensive along the river. And much of the plains and uplands are but poor, though there are many tracts which only appear so now for the want of good husbandry. The roads are very numerous, and the great Mohawk turnpike from Albany crosses the river at the city, where is an elegant wooden bridge of 997 feet in length. The whole population of this township in 1810 was 5,909, when there was 622 electors. The population of the First Ward, 1,406; Second, 1,444; Third, 1,005; Fourth, 2,504 [2,850 in Schenectady City]. The corporation, as in Albany, holds a large circumstance of land around the city, and this circumstance is thought to operate against an increase of population. The lands can only be leased, for the use of the corporate concern, and they are badly cultivated. About 20,000 acres are still in wood, reserved for fuel, etc., for the use of the inhabitants of Schenectady.

The town or city of Schenectady, or the site of the compact population, is in the southeast part, on the southeast side of the Mohawk, fifteen and a half miles from Albany. The ground is level and rich, and the plain on which the houses stand is washed on the west by the river, beyond which are extensive flats under good cultivation, the prospect of which is very fine. On the east are hills of a moderate height, and the soil a light sand. The town is regularly laid out in streets and squares, and contains about 500 houses, a large proportion of which are of brick; three college edifices, the county buildings, and four houses for public worship, one of which is for the Presbyterians, one Dutch Reformed, one for Methodists, and one for Episcopalians. An elegant wooden bridge across the Mohawk is as ornamental as useful, and it ap-

pears to me as one of the best bridges in the state. It is 977 feet in length, of a peculiar construction, and was built by the justly celebrated bridge architect, Theodore Burr. Schenectady has a bank, and its trade is thought by the inhabitants to be increasing, though it has no considerable increase of population. It is situated at the foot of navigation on the Mohawk, whom which place there is a portage to Albany. But boat navigation is much less employed since the construction of turnpikes than formerly, and this branch of trade is progressively decreasing in amount * * * [Besides Union College] there is also a seminary for the education of young ladies, besides a competent number of common schools. Schenectady is one of the most ancient Dutch settlements in this state, and its history is intimately connected with that of the Colony of New York. Its early inhabitants suffered much from frontier exposure to the Indians of the west and north. And in February, 1690, the whole town, which consisted of sixty-three houses, and a church, was wholly destroyed, by a party of French and Indians from Canada. The inhabitants were taken by surprise, and very few escaped.

AMSTERDAM, a post township of Montgomery County, on the north shore of the Mohawk; bounded north by Mayfield and Broadalbin, east by Saratoga and Schenectady counties, south by Mohawk river or the town of Florida, west by Johnstown. It extends about ten miles along the Mohawk, and from five to seven miles back from that river. The soil is of various qualities, though generally rich and fertile. The alluvial lands along the Mohawk are proverbially rich, and the uplands are principally a rich tenacious mold or loam. Chuctenunda Creek, a fine mill-stream from Saratoga County, enters at the northeast angle of Amsterdam, and runs southwest to the Mohawk. This stream falls 120 feet, within 100 rods from its mouth, where it supplies abundance of the best sites for mills, several of which are improved. Here is the extensive iron manufactory of S. and A. Waters, where mill saws, mill irons, and grass scythes are annually manufactured and sold to the amount of $8,000 to $10,000. This establishment cost $6,000, and its enterprising proprietors have obtained a high reputation for their wares. They sell about 6,000 grass scythes annually. There are in all five grain, four saw mills, two carding machines, two fulling mills, two oil mills and a trip hammer on this stream, besides the above manufactory. The Mohawk turnpike leads through Amsterdam, and the other roads are sufficiently numerous. On the turnpike, near the mouth

of Chuctenunda Creek, is a small collection of houses called Amsterdam or Veddersburgh, where is the postoffice, a Presbyterian church, a schoolhouse, twenty-five dwellings, and some stores, mechanics shops, mills, etc. This village is fifteen miles from Schenectady, and thirty about northwest from Albany. Another Presbyterian church stands three miles east of this place. The inhabitants of this town are of German, [Dutch], Scotch and English descent, with considerable numbers of Yankees or recent emigrations from the Eastern states. The population in 1810, 3,039; taxable property valued at $272,714 by the assessors.

FLORIDA, a post township in the southeast corner of Montgomery County, on the south shore of Mohawk River, eleven miles southeast of Johnstown, and thirty-five miles northwest of Albany; bounded north by the Mohawk or the town of Amsterdam, southeasterly by Schenectady County, west by Schoharie Creek or the town of Charleston; being in the form of an irregular triangle. The soil is principally a strong loam, resting on a stiff clay, and remarkably fine for wheat, of which it has produced great and sure crops in constant succession for about sixty years. The surface is but moderately uneven, and there are no waste or barren lands; the whole being divided into small farms, very few of which exceed 200 acres. The lands are held by right of soil, and well cultivated. Besides the Mohawk and the Schoharie Creek, on which its longest sides are bounded, the Chuctenunda, a fine mill-stream from Duanesburgh, runs centrally across it to the Mohawk, supplying, in its course in this town, eleven mills. There are five churches or meeting houses in this town, one of which is of stone, for Episcopalians, built by Queen Anne, of England. This is situated near the mouth of Schoharie Creek. There are twelve schoolhouses, and a library of 600 volumes. In 1810 the population was 2,777, senatorial electors 290, taxable property $321,348. The first white inhabitants were some Dutch families from Schenectady, who settled on the Mohawk flats; soon after, or about 1750, six families, from Germany, settled on the Schoharie Creek flats; and Irish and Scotch families, encouraged by Sir William Johnson, spread over the interior. At the close of the Revolutionary war all the vacant lands were soon occupied by emigrants from the Eastern states and New Jersey. There are now in this town eight grain mills, six saw mills, two carding machines, two fulling mills and an oil mill. In this town was the first residence of Sir William Johnson, on his arrival from Ireland, and here, too, on both sides of Schoharie Creek, was the

principal town or castle of the Mohawk Indians, so long swayed by his cunning and counsels. And * * * at the mouth of Schoharie Creek, in this town, are also the ruins of Fort Hunter, of considerable importance in the history of the early wars.

JOHNSTOWN, a Post-Township, the capital of Montgomery County, 41 miles northwest of Albany; bounded north by St. Lawrence and Franklin counties, east by Wells, Mayfield and Amsterdam, south by Charleston or the Mohawk River, west by Palatine and Stratford. Its extent north and south of 76 miles, and about 10 miles east and west; but the population is all on the south end, while the northern part is clothed with dreary forests, with a soil that forbids cultivation. Like those towns [Stratford and Wells] it sends waters to the St. Lawrence, supplies small head streams of the Hudson, branches of Sacandaga River, and some other small waters. The southern part is moderately uneven, and the soil a strong productive argillaceous loam, or brown grit-mold. It has been settled about 50 years, and Sir William Johnson first led the way into its wilds with a few families from the adjacent settlements on the Mohawk. In 1772, Johnstown was made the capital of the new County of Tryon, now Montgomery; and its inhabitants suffered all the evils attendant on war, during that of the Revolution; nor did they enjoy any quiet till Johnson, the savage leader, with his horde of Indians and Tories, were driven to Canada. War is nothing else than the harvest of bad men;—when all the restraints of civil law are legally removed, that vice may rule, and violence oppose violence in cunning, craft, circumvention, fraud,—and murder be sanctioned by law.

The Village of Johnstown is 4 miles north of the Mohawk, 42 northwest of Albany, on a handsome plain, skirted on the north and west by Cayadutta Creek and south by a low ridge of hills. Here are about 120 houses, the county buildings, an academy, an Episcopal and a Presbyterian Church, the former of which was built by Sir W. Johnson. Cahnawaga [Caughnawaga] Village, near the Mohawk, was once a residence of a part of the Mohawk Indians, where their orchards of apple-trees still remain. Here are about 30 houses, a Dutch Reformed Church, and Cahnawaga Post-Office, 39 miles from Albany, on the western turnpike.—There is another church in Kingsborough [Gloversville], an inconsiderable place, but known by this local name, as is Tripe's Hill, 2 miles east of Cahnawaga. In 1810 the population of Johnstown was 6,225; its taxable inhabitants, 817; senatorial electors, 577; and taxable property, 908,640 dollars.

CHARLESTON, a large Post-Township in the southeast part of Montgomery County, on the south side of the Mohawk, 40 miles north of west from Albany, 10 south of Johnstown; bounded north by Johnstown, or the Mohawk River; east by Florida, or the Schoharie Creek; south by Schoharie County, west by Canajoharie. The area is about 100 square miles. The surface is but moderately broken, though somewhat hilly, while these admit of cultivation almost without exception. There are many ledges of rocks, especially in river-hills, but they quarry pretty well, and are useful in building. The soil partakes of a considerable variety, but is principally a clay, or loam, with some tracts of sand and gravel. The Aries-kill, a small mill-stream, spreads over the central part, and the Schoharie Creek affords fine sites for mills. —Charleston has a turnpike across the centre east and west and numerous common roads. Its products are those common to this country, and the township has a large amount of property. The ancient residence of the Mohawk Indians was on both sides, at the mouth of Schoharie Creek, in this town and Florida; and there are still remaining some of their orchards of apple-trees. This township was first settled by some Dutch families along the Mohawk, prior to the Revolution, and this part is still principally owned by their descendants; while the southern part has many inhabitants from the eastern states.—About four-fifths of the land is held in fee; the rest by lease for lives. The domestic manufactures are improving, with its agriculture. There are 2 Presbyterian or Dutch Reformed Churches, 1 for Baptists, and 1 for Methodists, and 30 school-houses. There are 7 grain-mills, 2 carding-machines, 2 fulling-mills, a nail-factory, and a distillery of grain spirits. Wheat is a staple commodity. The population is 5,282; the senatorial electors 660; and the whole amount of property assessed in 1810, 660,513 dollars as estimated by the supervisors.

CANAJOHARIE, a Post-Township, in the south part of Montgomery County, on the south side of the Mohawk River, 49 miles north of west from Albany, 15 southwest of Johnstown; bounded northerly by the Mohawk River, or the Town of Palatine, east by Charleston, southerly by Schoharie and Otsego counties, westerly by Minden. The surface is considerably uneven, but the hills admit of cultivation, and have a strong, durable soil. The lands are generally rich, well cultivated and productive. Wheat is the staple product for market. It is well watered by small rivulets that run into the Mohawk; and by some good mill-streams. The largest of these is Canajoharie

or Bowman's Creek, which has several cascades and fine mill-seats; and it receives Platte-kill, another mill-stream, from Sharon, in Schoharie County. The northwest corner reaches to Otsquaga Creek. There is 1 turnpike leading westward through this town, on which the distance to Albany is 49 miles, while on that on the north side of the Mohawk it is 56 miles. There is also a turnpike from the mouth of Canajoharie Creek to Duanesburgh, and the common roads are numerous and good. The descendants of the early German inhabitants possess the most of this township; and, in common with the farmers of the adjacent towns, retain their national prejudices for grain and horses, much to their own detriment.—There are three Dutch Reformed Churches, and one for Baptists, with about 25 school-houses. The population in 1810 was 4,010; the senatorial electors 326; and the taxable property amounted to 542,941 dollars, agreeable to the assessment of taxes that year. The inhabitants are principally farmers; and with a growing taste for household manufactures, are improving in husbandry. Canajoharie Village has about 20 dwellings and some few other buildings. * * * Some lead ores are found in this town, which are very rich but not wrought.

PALATINE, a Post-Township of Montgomery County, 10 miles west of Johnstown, and 51 from Albany; bounded north by Stratford, east by Johnstown, southerly by the Mohawk River, west by Oppenheim, which was erected from the west part in 1808. It is well watered, and has abundance of fine mill-seats. The largest stream is Garoga Creek, which rises in Johnstown and runs southwest to the Mohawk. The land is very excellent, and almost all under high cultivation. This town was first settled by some Germans in [1712-]1724, and though constantly under cultivation ever since that time, its choice lands can hardly be said to have diminished any of their original luxuriance of fertility. That part of this town called Stone-Arabia can hardly be surpassed in any age or country. The soil is a black gritty mold. It is four miles from the river, with a gentle acclivity toward the north, and commands an extensive prospect to the south and southwest. There are two churches, a Calvinist and a Dutch Reformed.—Palatine [Church] Village has about 35 dwellings, some stores, &c., and a stone church. It is 55 miles from Albany, and Stone Arabia 52. The principal part of the inhabitants are of German origin, hardy, industrious and frugal farmers. In consequence of the depredations of the Indians and Tories, a small palisade fort [Fort Paris] was erected last war; and in

1780, when Sir John Johnson over-ran this country, it had a garrison of 200 men. Colonel Brown fell here, opposing this savage White Sachem and his murderous horde.

In 1810, the population of Palatine was 3,111, and the whole number of taxable inhabitants 547; the senatorial electors 311. The taxable property amounted in the same year to 615,103 dollars, agreeable to the valuation of the assessors.

MINDEN, a Post-Township in the southwest corner of Montgomery County, on the south shore of the Mohawk, 25 miles west of Johnstown, and 62 from Albany; bounded northerly by the Mohawk River, easterly by Canajoharie, southerly by Otsego County, west by Herkimer County. Its extent along the river is 15 miles, seven on the south line, and the area may be 82 square miles. The surface is agreeably undulated with ridges of hills of a moderate height, and pleasant and fertile valleys. The soil is an argillacious mold, variously mixed with vegetable remains, and the whole underlaid by a strong argillaceous grit or stiff clay. Along the Mohawk are fine flats of alluvion, and also along the Otsquaga or Osquaga Creek, which runs northeast to the Mohawk, as does the Nowadaga also, both good mill-streams. Minden is an excellent township for wheat, and its other products partake of the variety common to this country. Fort-Plain was in this town, and its site still retains that name, where is a small village. Here [at Indian Castle] was the residence of Hendrick, a celebrated Mohawk chief, slain at Lake George in 1755; as also of a large part of the Mohawk Indians, who had here an Indian Castle or town, near the mouth of the Nowadaga. There are three Dutch Reformed Churches; at Fort-Plain, Otsquaga, and at the Indian Castle; the latter of which was built prior to the Revolution for the use of the Indians, the bell of which they attempted to carry with them to Grand River in Canada, when they removed thither during the war; but it was reclaimed, and is now replaced in the church. The inhabitants are of German and Dutch extraction, and there may be near 600 freeholders. In 1810 the population was 4,788, with 382 senatorial electors, and 653 taxable inhabitants. The whole amount of taxable property, $652,408. The early inhabitants suffered very severely during the wars, and indeed knew little of quiet possession till since the Revolution. [Minden, in 1810, included the present township of Danube, Herkimer County].

OPPENHEIM, a Post-Township of Montgomery County, 15 miles west of Johnstown, 56 miles from Albany; bounded north

by Salisbury, east by Palatine, south by Mohawk River, west by Manheim, or east Canada Creek. This town was erected in 1808 from the west part of Palatine.—It is a good township of land, and has long been under cultivation; first settled about 1724. The inhabitants are principally farmers, of German descent, and characterized by habits of hardy industry and frugality. It is well supplied with mill-seats. The surface is moderately uneven, and the soil is principally a strong loam or grit mold. It has the Mohawk Turnpike along that river, and numerous other roads. In common with the other towns of that region, its inhabitants suffered much during the war of the Revolution. In 1810 the population was 2,693, with 424 taxable inhabitants, and the senatorial electors 251. The taxable property, personal, 35,822, real estate, 295,573 dollars, making an aggregate of 331,-395 dollars. The Post-Office in this town was established in 1812 [at present St. Johnsville, which township and village was then in Oppenheim].

MANHEIM, a Post-Township of Montgomery County, adjoining the Mohawk River, 25 miles west of Johnstown, 60 from Albany; bounded north by Salisbury, east by East Canada Creek, or the Town of Oppenheim, south by the Mohawk River, west by the Town and County of Herkimer, being about six miles square. Except along the Mohawk, there are no intervales, but the upland is of superior quality, and probably yields as much wheat as any town of the same size in the county. Its situation is high, is well watered, and healthy:—has no mountains, lakes or ponds, nor metals, yet discovered. The inhabitants are principally farmers, though with a competent number of mechanics, and there are 200 families, principally of Dutch extraction [incorrect, they are mostly German]. There is one Dutch Reformed Calvinist Church, and a number of school-houses and schools. Four grist-mills, and one carding-machine. The first settlements commenced about the year 1770, but the inhabitants were driven off during the Revolutionary War, and returned with the peace. —Population in 1810, 1,444, and 221 senatorial electors; when the taxable property amounted to $229,107, and the whole number of taxable inhabitants was 221. Manheim has the great [Mohawk] turnpike from Albany to the western counties, and other common roads.

HERKIMER, a Post-Township, the capital of Herkimer County, is situated on the north shore of the Mohawk, 78 miles west of Albany, and 14 east of Utica; bounded north by Newport and

Fairfield, east by Fairfield and the County of Montgomery, south by the Mohawk, west by Schuyler. It extends along the Mohawk near 15 miles, and the north line is indented by Fairfield, which approaches within about three miles of the river. The alluvial flats along the river are extensive, and were originally called German Flats, like those in that town on the opposite shore of the Mohawk. The land is of a superior quality, with considerable diversity of soil and surface. West Canada Creek comes from the north and enters the Mohawk in this town, near the village of Herkimer. This is a fine rapid stream, and abounds with rapids and falls, and has at all times abundance of water for mills. And there are some other mill-streams; at the Little Falls are also great advantages for water-works. This town has been long settled, and is principally under some kind of improvement. The east part, near the Little Falls, is broken, rugged, and comparatively wild. In 1810 this town had 415 families, 282 senatorial electors, and a population of 2,743; when the taxable property was assessed at a valuation of $879,051. There are two very considerable, incorporated villages. Herkimer Village is pleasantly situated on the west side of West Canada Creek, about one-half mile from that stream, and the same distance from the Mohawk. There are 95 houses and stores, the county buildings, and a handsome church, with a steeple and spire of 140 [?] feet in height. The site is a fine gravelly plain, and the buildings, principally of wood, are handsomely arranged on two parallel streets.

Seven miles east of this is the Village of Little Falls, with a Post-Office of the same name, 71 miles from Albany, on the western turnpike to Utica, as is Herkimer also. Here is a canal with eight locks, about 50 houses and stores and a church. The site of this village is very rocky and unpleasant, chosen for a place of business rather than pleasure. The rocks are curiously disposed and much worn by the Mohawk, which appears to have transversed the whole valley from hill to hill, and even to very near their summits, of which there are indubitable evidences, well worthy the attention of the curious. The locks and canal navigation of this river are subjects of less consideration than formerly, and much less than is generally imagined: because much less used. At present, nine-tenths of the transportation of this country to and from Albany, is performed by land. The navigation of rapid rivers is attended with great inconveniences, insuperable in a country of considerable population, having good roads. This village is finely situated for manufactories, and this, with

its trade, will probably make it the site of a populous town at no very remote period.

GERMAN FLATS, a Post-Township on the south shore of the Mohawk, in Herkimer County, five miles south of Herkimer, and 75 miles from Albany; bounded north by the Mohawk, or by Herkimer, east by Minden in Montgomery County, south by Warren, west by Frankfort. The extensive alluvial flats in this town, as well as those in Herkimer, were settled at an early period by German families, and have now been known as the German Flats, about 80 or 89 years, from which the town has its name. The soil of these flats is remarkably rich, nor is its fertility hardly diminished by German husbandry through such a long series of years. The uplands are rich and productive and the whole is under cultivation. A canal has been cut around the Wolf Rift in the Mohawk, which is five miles above the Little Falls. This canal is one and one-fourth mile in length, and affords sites for water-works, and there are two small mill-streams. There are seven grain-mills, several saw-mills, some carding machines, and a distillery lately erected. There is one meeting-house, which has been built about 63 years, and a number of school-houses. The inhabitants, in common with those of the adjoining towns, suffered much in the early wars and in that of the Revolution; and here was Fort Herkimer. In 1756, after the surrender of Oswego, the French over-ran this county; and in 1757, after the surrender of Fort William Henry, the settlements at the German Flats were laid desolate by fire and sword. —In 1810 German Flats has 371 families, 207 senatorial electors, and the whole population was 2,229, 17 of which are slaves. The taxable property, $221,407.

FRANKFORT, a township of Herkimer County, lying along the south side of the Mohawk River, having German Flats on the east, Litchfield on the south, Whitestown in the County of Oneida on the west, and the Mohawk River on the north, which separates it from the towns of Herkimer and Schuyler. A large part of this town is very broken and thinly inhabited; but along the Mohawk the intervales are pretty extensive, and of good quality, producing excellent crops of grain, grass, &c. The settlements have never progressed very rapidly, and the town is supposed to contain about 1,500 inhabitants. There are no public buildings, except school-houses, which are erected in every district. A small mill-stream affords good mill-seats, and there are several saw-mills, grist-mills, a fulling-mill, and a distillery. Almost

every family manufacture their own clothing, and the inhabitants are, at present, pretty industrious and thriving. Population in 1810, 1,314; senatorial electors, 111; number of families, 220. The amount of taxable property, 121,467 dollars.

SCHUYLER, a township of Herkimer County, about eight miles north of west from Herkimer, six miles northeast of Utica, and 86 from Albany; bounded north by Newport, east by Herkimer, south by Mohawk River or the Town of Frankfort, west by Oneida County. Its mill-streams are some small brooks that fall south into the Mohawk, and several streams that run east to West Canada Creek. The soil is of good quality, with some hills, and there are abundance of springs and brooks. It has the Mohawk Turnpike along that river, where are fine flats, and its other roads are sufficiently numerous. The taxable property of Schuyler in 1810, agreeable to the valuation on the supervisor's books, amounted to 163,546 dollars, when the whole population was 2,107; the number of families 324, and of senatorial electors, 124.

WHITESTOWN, the principal town and half shire of the County of Oneida, situated on the Mohawk River, 95 miles northwesterly from Albany, including Utica, &c., and has three Post-Offices: bounded northerly by the Mohawk, easterly by Herkimer County, southerly by Paris, westerly by Westmoreland and Rome. The form is very irregular, and the area about equal to 40 square miles. If we trace the progressive population of this town minutely, we shall find much to excite our admiration. In January, 1785 [June, 1784], Mr. Hugh White, from Connecticut, with a young family, became the first settler. At that period, little was known of the value and fertility of the western wilds of this state; and industry and enterprize were depressed by individual and national poverty. For the first five or six years, the increase of population was slow, and of little promise, but at about the expiration of that period, the spirit of emigration appeared in the eastern states, which has since swelled to a torrent; and thousands and thousands who now enjoy the rich bounties of nature in the western country are indebted to this source for their many blessings. No people on earth possess the means of a greater share of individual happiness than those;—nor can a competency, derived from any other employment, confer so much happiness, as that of industrious agriculturalist, in a genial climate, blest with a fertile soil and a good government:—such is the constitution of man and society, when collectively

considered. Let civilians theorise as they may, it is in such scenes and under such circumstances that man assumes his proper dignity in the scale of being; and, possessed of such means of independence, expands his mind, and diffuses happiness by reciprocation. In 1788 the Town of German Flats was divided, and a new town erected, which was named Whitestown, in honor of Mr. White. In 1791 Herkimer County was erected from Montgomery, including this part of the country; and several new towns formed of this by subdivisions. In 1798 the County of Oneida was erected, by a subdivision of Herkimer, and Whitestown included within this county. Successive subdivisions have at length restricted the limits of Whitestown to about a medial of five miles by nine. It is situated immediately on the great thoroughfare between Albany and the western lakes: between Canada and the principal commercial sea-ports of the American States on the Atlantic Ocean. In addition to the Mohawk, which washes its northern boundary, the Oriskany and Sadahqueda creeks run northerly into the Mohawk, affording a great abundance of the best sites for hydraulic works, and extensive and fertile alluvial flats. Indeed, says a correspondent, these streams are almost literally covered with mills, through their whole extent in this town. This town contains three large Post-Villages; Utica, incorporated, Whitesborough and New-Hartford, separately described.—Utica, on the site of old Fort Schuyler, contains 300 houses, and a population of 1,700 souls. It is the commercial capital of the great western district, and the central point of all the great avenues of communication. Whitesborough, the next in magnitude, is less commercial, but excells in beauty and elegance. The courts for Oneida County are held alternately here and at Rome. Here are 100 houses, on a street of one and three-quarters miles in length, and about 600 souls. New Hartford is the finest farming village, and has its full share of trade, industry and useful arts. Whitestown, including these villages, stands unrivalled in the United States, in wealth, population, trade and improvements, among land towns of so recent settlement; and none in this state, of the same area, presents so great a population. There are seven principal churches, one Episcopal, three Presbyterian, two Baptist, in one of which the service is performed in the Welsh language, and one of Welsh Independents; beside some smaller houses dedicated to the same purpose. There are three grammar schools, one in each village, and common school houses and schools in convenient abundance. The manufacturing spirit has taken deep root in this town. A cotton manufactory, on the Sadahqueda, has 512 spindles (soon

to be extended to 1,000), and employs 200 families in picking cotton, etc., and fifty persons in the factory. This establishment belongs to the Oneida Manufacturing Society, Incorporated, who connect also with it a machine shop, trip-hammer, and accommodations for bleaching and dyeing. The New Hartford association has been organized with a capital of $200,000; a third company, with a capital of $300,000, has commenced an establishment for a cotton and woolen factory, on the Oriskany, on a very large scale. Connected with this is an association for the propagation of valuable sheep; and a flock of 500 already collected, among which are many Merinoes, of different grades of blood. Six hundred acres of land, on the banks of the Mohawk, are appropriated to this purpose and named Mount Merino. A fourth company is also formed, with a capital of $20,000, for weaving, dyeing, and finishing cloths. The numerous turnpikes and roads that center in this town, with the navigation of the Mohawk, etc., give great facility of communication, and indicate the growing importance of the place. This town is considerably embellished in appearance, by many elegant seats of men of opulence, and elegant private mansions. The population of Whitestown, by the census of 1810, 4,912, and there are 533 senatorial electors. Two miles west of New Hartford is a pleasant collection of about thirty houses, called Middle Settlement.

Utica, a flourishing incorporated post village, the commercial capital of the great western district of this state, situated on the south bank of the Mohawk, ninety-three miles westward of Albany, in the town of Whitestown, Oneida County. This village stands on the site of Old Fort Schuyler, thirteen miles southeast of Rome, anciently Fort Stanwix. See Rome. It is handsomely laid out into streets, squares, etc., and was incorporated as a village in 1798—named in the caption, Old Fort Schuyler Village, and the act granting the certain village privileges, Utica. In April, 1805, this act of the Legislature was repealed, and a new one passed defining the limits of Utica, and granting corporate village powers to the inhabitants. At present, Utica, though small in area, comprises a population of 1,700 souls; has 300 houses and stores, a Presbyterian and an Episcopal church, a grammar school, etc. There are many mills, factories, mechanics shops, and a vast many buildings other than those enumerated. There are several printing offices, and large book stores. Weekly papers are published here, and widely circulated through the surrounding country. The [Baggs] hotel at Utica is an elegant establishment; and the many fine private mansions of gentlemen of

taste and opulence give Utica a character in this respect worthy a great commercial town. The Manhattan Bank has established a branch at Utica; and the period is not remote when the monied capital and brisk trade of this place will obtain a charter for a bank here, with a great capital. The soil of Utica is fertile, and the situation healthy and pleasant. Utica is a central point for all the principal avenues of communication by common roads and turnpikes, and forms the key of trade and travel between the western country and Atlantic ports and towns. N. Lat. 43° 6′, 1° 12½′ W. Lon., from New York.

Deerfield, a township of Oneida County, on the north shore of the Mohawk, opposite Whitestown; bounded northerly by Trenton and Herkimer County, easterly by Herkimer County, south by Whitestown or the Mohawk River, west by Floyd. Its waters, except those on which it is bounded, are very small and inconsiderable. It extends northerly to West Canada Creek, has the Mohawk on the south, and Nine-Mile Creek courses along the western boundary. This town was organized in 1801. It enjoys the common advantages of navigation on the Mohawk, and has numerous roads; that to the Black River country from Utica leads centrally across it north and south, and a good wooden bridge is constructed across the Mohawk, between Utica and the little village of Deerfield, which has about twenty houses. A scarcity of mill-seats is felt, but the lands are productive of the common agricultural products. The whole population in 1810 amounted to 1,232, and there were 117 senatorial electors. The vicinity of Deerfield to the populous villages of Utica, Whitesborough and Rome, while it confers some advantages, retards the growth of any compact villages within this town, and leaves little for local detail.

New Hartford, a flourishing post village of Whitestown, Oneida County, situated at the junction of the Genesee and Oxford turnpikes, 100 miles westerly of Albany, and on the Sadahqueda Creek. This village contains about sixty-five houses, a Presbyterian church, a grammar school, and some elegant private mansions. It is distinguished for the excellency and abundance of its agricultural products and improvements. The Sadahqueda is excellent for mill-seats; such is the rapidity of its descent, as to afford good sites every fifty rods. In and near this village are two paper mills, an oil mill, a large cotton factory, a grain mill, two saw mills, a clothiery, two carding machines, a nail factory, and a trip-hammer.

PARIS, a post township of Oneida County, eight or nine miles south of Utica, and 106 from Albany; bounded north by Westmoreland and Whitestown, east by Herkimer County, south by Bridgewater and Sangerfield, west by Augusta and Vernon. The area is about equal to ten square miles, and includes Brothertown, the residence of the Brothertown Indians. The surface is but gently uneven, the soil is of a superior quality, and almost every acre is arable. The principal creeks are the Oriskany, and the Sadahqueda, or Saughtaughquoit, or Saughquoit, both very good sized mill streams. This town is settled almost wholly by emigrants from the Eastern states; and the first settler, Moses Foote, Esq., is now living in Clinton Settlement. This is the most populous township in the county, and, next to Whitestown, the most wealthy. There are seven churches erected, and several flourishing villages. Of the churches, three are for Congregationalists, two Methodists, one Episcopalian, and one for Baptists. There are also thirty-four schoolhouses and common schools; and one flourishing seminary of learning, the first erected in the western district, known by the name of Hamilton Oneida Academy [later Hamilton College in 1812]. The corner stone of the academy edifice was laid by Baron Steuben, a zealous and efficient patron of the institution. There are also twelve grain mills, twenty-four saw mills, six carding machines, three trip-hammer works, seven distilleries, seven tanneries, and one factory for weaving on a large scale. The roads are good, and conveniently disposed; and the Oxford and Seneca turnpikes both lead through this town. There are two postoffices; Paris, at Paris Village; and Clinton, at the village of Clinton. Iron ore abounds, but the quality of that now wrought is not good. The land is held principally in fee, and the character of the inhabitants that of an industrious, agricultural, sober and moral people. Clinton village, in the northern part of this town, is pleasantly situated on Oriskany Creek, nine miles from Utica, has about fifty-five houses, an academy, a meeting house, some mills, and a postoffice of the same name; 102 miles from Albany. The academy has three stories, and is 88 feet long, and 48 in width. Paris Village, or Paris Hill, two miles further south, has thirty-four houses, two churches, and a postoffice. Sadahqueda, or Saughquoit, is also a pleasant compact settlement, and has a Methodist meeting house, and a Presbyterian now building. Another little collection of twenty-five houses, on the Oriskany, is called Hanover. The population of Paris, 5,418; and there are 652 senatorial electors.

ROME, a post and half shire township of Oneida County, fifteen miles northwest of Utica; bounded north by Western, east by Floyd, south by Whitestown and Westmoreland, west by Verona and Bengal. The length is eight to eleven miles, and about seven miles wide. It embraces the head of navigation of the Mohawk, and of Wood Creek, which here approach within three-quarters of a mile, and are connected by a canal of one and a half miles in length, of a capacity for boats of ten to fifteen tons. Along the Mohawk and its waters the land is of a superior quality, gently uneven and excellent for farming; while that part bordering on Wood Creek is very level, and too wet except for grass. Watered by the Mohawk, Wood Creek and their branches, and washed on its western boundary by Fish Creek, and having the canal in its center, the irrigation is abundant, and adds much to the comparative value of this township. Its position is commanding; but the progress of population has been retarded by the general tenure of titles to lands, which are life or durable leases. An extensive yellow pine plain, in the west part of Rome, yields considerable tar, and lumber which is very valuable. Iron ore, of the bog kind, is said to abound in the west part, and along Wood Creek. There are three grain and two saw mills on the Mohawk, three on Wood Creek, two on smaller streams, and a manufactory of scythes, shovels, spades, hoes, axes, etc. There are also two carding machines, four distilleries, a small wooden manufactory, a fulling mill, and a brewery in the town of Rome. In this town was Fort Stanwix, built about 1758, by the British, at the enormous expense of $266,400, and, from a heap of ruins, rebuilt and enlarged in the Revolutionary war, and called New Fort Schuyler. Its ruins are barely visible, near the village of Rome, between the waters of the Mohawk and Wood Creek. The county buildings in this town are a brick courthouse and a jail; and the state has erected a brick arsenal here, for the deposit of arms, etc. There is one house of worship, belonging to the Presbyterians, and two congregations of Baptists, and a few Methodists. But some of the schoolhouses, of which there are seven or eight, are used for worshiping assemblies on the Sabbath. The first settlers of this town were some Dutch families, who, faithful to the habits if not the genius of their nation, planted themselves here for the purpose of carrying boats and loads from river to river, with an eye, probably, to a future canal. At present, the principal population of Rome consists of emigrants from the Eastern states, and may probably amount to near 2,000 souls. Rome, like Whitestown, is a kind of central point for roads, and they are kept in pretty good repair. That leading to Black River, called the state road, is the

most travelled, if we except the one to Whitestown. In a central position, adjacent to the canal, lies the village of Rome. Here are about fifty dwelling houses and a considerable number of other buildings. About half a mile from the village, on the Mohawk, are valuable sites for hydraulic works, where is a merchant mill, and other water machinery. It was in this town that the severe battle at Oriskany was fought with the Indians, when General Herkimer lost his life. In 1810 the whole population was 2,003, with 182 senatorial electors.

ROME, a pleasant and thriving post village, in the Township of Rome, Oneida County, 108 miles north of west from Albany, and thirteen miles from Utica, in the same direction, N. Latitude 43° 12′, 1° 27′ E. Longitude from New York. The village lies on the north side of the canal, connecting the Mohawk with Wood Creek; commencing at the Mohawk, and extending westward about one-half mile on a handsome street. There are about fifty wooden dwelling houses, a brick courthouse, in which are held the courts for Oneida County alternately with Utica; a jail, Presbyterian meeting house, an arsenal for the deposit of military stores, and sundry shops, etc., in all about ninety.

CAMDEN, a post township of Oneida County, one tier of towns north of Oneida Lake, watered by the west branch of Fish Creek. It consists of two townships, Linly and Bloomfield, on De Witt's maps, being about twelve miles east and west, and six north and south. It is bounded north by Florence, east by Western, south by Bengal, west by Williamstown. It is well watered by the west branch of Fish Creek, and its branches, which afford abundance of good sites for mills. The upland is generally uneven, though not mountainous, but along the rivers and creeks, the flats are extensive and the soil very rich and productive, being a sandy loam, easy of tillage. The whole may be pronounced an excellent body of land, better adapted for grain than most of the surrounding country. The timber is mostly beech, maple, basswood, and some hemlock and a few groves of white pine, all of luxuriant growth. This town has rapidly increased in population and wealth, having been settled about twelve years, and it now contains about 1,100 inhabitants, principally farmers from Connecticut. It has one Congregational church, and seven schoolhouses. The society is good, and the inhabitants are remarkably frugal and industrious. Mills, roads, bridges, etc., are in convenient abundance, and there are a pretty competent number of common mechanics. The population in 1810 was 1,132, with 178 electors.

CHAPTER 85.

SECOND WAR WITH ENGLAND.

1812—SECOND WAR WITH ENGLAND—THE MILITIA SYSTEM—TRAININGS—THE MOHAWK VALLEY MILITIA.

After the Revolutionary war was crowned by peace, the men of America kept up their military training and the militia system arose, under which martial exercise was regularly practiced. The officers and men supplied themselves with their necessary military arms and outfit, and this system continued for over a half century after the close of the War for Independence.

Beers' History says: "This militia consisted of all the able-bodied white male population, between 18 and 45. State officers, clergymen and school teachers were exempt from such duty. Students in colleges and academies, employes on coasting vessels, and in certain factories, and members of fire companies were also exempt, except in case of insurrection or invasion. Persons (like Quakers) whose only bar to military service was religious scruples could purchase exemption for a set sum paid annually. The major-general, brigade-inspector and chief of the staff department, except the adjutant and commissary generals, were appointed by the Governor. Colonels were chosen by the captains and subalterns of the regiments, and these latter by the written ballots of their respective regiments and separate battalions. The commanding officers of regiments or battalions appointed their staff officers. Every non-commissioned officer and private was obliged to equip and uniform himself, and perform military duty for 15 years from enrollment, after which he was exempt except in case of insurrection or invasion. A non-commissioned officer could get excused from duty in seven years, by furnishing himself with certain specified equipment, other than those required by law. It was the duty of the commanding officer of each company to enroll all military subjects within the limits of his jurisdiction, and they must equip themselves within six months after being notified.

"On the first September Monday of each year, every company of the militia was obliged to assemble within its geographical limits for training. One day in each year, between Sept. 1 and

Oct. 15, at a place designated by the commander of the brigade, the regiment was directed to assemble for general training. All the officers of each regiment or battalion were required to rendezvous two days in succession, in June, July or August, for drill under the brigade inspector. A colonel also appointed a day for the commissioned officers and musicians of his regiment to meet for drill, the day after the last mentioned gathering being generally selected. Each militiaman was personally notified of an approaching muster by a non-commissioned officer bearing a warrant from the commandant of his company; or he might be summoned without a warrant by a commissioned officer, either by visit or letter. A failure to appear, or to bring the necessary equipment, resulted in a court-martial and a fine, unless a good excuse could be given. Delinquents who could not pay were imprisoned in the county jail. When a draft was ordered for public service it was made by lot in each company, which was ordered out on parade for that purpose."

"General training" was a great holiday for everybody in the neighborhood where it was held. The militiamen and their wives and families (and particularly the small boys) together with the "exempts" turned out and made an enjoyable and festive day of it. The place of meeting and the extent of the parade grounds were designated by the commanding officer. The sale of liquor on the ground could only be carried on by the consent of the same official, but total abstinence seldom seems to have been the rule on this eventful day. The flats near Fort Plain were favorite places for "general training".

The first company of cavalry organized in this part of the Mohawk Valley took in a large district of country and was raised and commanded by Captain Hudson (a merchant of Indian Castle, and probably the Capt. B. Hudson who commanded Fort Plain in 1786) early in the nineteenth century. Peter Young of Fort Plain became its second captain, and he was succeeded by Captain Wemple (of Canajoharie). At his death Jacob Eacker of Palatine became captain, and on his resignation Nicholas N. Van Alstine commanded. As he was not the unanimous choice of the company, which was then a large one, his selection led to a division into two companies, that on the north side of the Mohawk being commanded by Barent Getman. In 1836 the major general of the second division of militia was an Amsterdam man bearing the singular name of Benedict Arnold. Aaron C. Whitlock of Ephratah was brigadier-general in the same division.

At the time of the War of 1812 the State of New York, along

the Canadian frontier, was largely a wilderness and transportation thence was slow and laborious. The slightly improved Mohawk River was the only route, except the valley highways, for the westward conveyance of cannon. This heavy ordnance was loaded on Durham boats and so sent up the river. April 10, 1812, Congress authorized a draft of 100,000 men from the militia of the country to prosecute the war with England; 13,500 of these were assigned as the quota of New York. A few days later the detached militia of the state was arranged in two divisions and eight brigades. The fourth brigade comprised the Tenth, Eleventh and Thirteenth Regiments in the Mohawk Valley and was under the command of Gen. Richard Dodge of Johnstown, a veteran of the Revolution (and a brother-in-law of Washington Irving). These troops went to the front and returned largely by the north and south shore turnpikes.

Says Beers: "The embargo act was extensively violated and much illicit trade carried on along the Canadian frontier, smugglers sometimes being protected by armed forces from the Canadian side. To break up this state of things and protect the military stores collected at the outposts, a regiment of valley militia, under Col. Christopher P. Bellinger, was stationed, in May, 1812, at Sackett's Harbor and other points in northern New York. These, on the declaration of war in the following month (June, 1812), were reinforced by a draft on the militia not yet called into service. The Montgomery County militia responded promptly to the calls for troops to defend the frontier, and were noted for their valor and patriotic zeal, submitting without complaint to the various privations incident to the march and camp. A detachment of them under Gen. Dodge arrived at Sackett's Harbor, Sept. 21, 1812, and the general took command at the post. During the two succeeding years, the militia and volunteers from the Mohawk Valley were on duty all along the frontier. When the term of service of any company or regiment expired it was succeeded by another. Many of the garrison of Sackett's Harbor, when it was attacked by the British, May 24, 1813, were from this section. That place was an important depot of military stores, a large amount of which was destroyed by the garrison, in fear of its falling into the hands of the British, who, however, were finally repulsed.

"The house in the town of Florida, later owned by Waterman Sweet, was kept as a hotel by one Van Derveer, during the War of 1812, and was a place of drafting militia into the service.

"At Canajoharie, a recruiting rendezvous was opened by

Lieut. Alphonso Wetmore and Ensign Robert Morris of the Thirteenth Regiment, both residents of Ames, who raised two companies which were ordered to the Niagara frontier in time to take part in the first events of importance in that quarter. The Thirteenth suffered severely at the battle of Queenstown Heights, Ensign Morris and Lieut. Valleau being among the killed and five other officers severely wounded. After that engagement operations were for some time confined to bombardment across the Niagara River from the fortifications at [Fort] Niagara and Black Rock [now part of Buffalo]. At the latter point Lieut. Wetmore lost his right arm by a cannon shot. He was subsequently promoted to the offices of major and division paymaster."

Following is a record of the passing and arrival of American troops at Utica during the second war with England, known as the War of 1812. It will serve to show how the Mohawk Valley was used as a military road just as the Mohawk River was used as a military waterway for the transportation of arms, munitions and supplies for the American armies on the New York frontier:

1812, August, Flying Artillery (130 men) from Lancaster, Pa.; September, 800 drafted men under Gen. Dodge of Johnstown; Sept. 20, Fifth U. S. regiment; Sept. 22, 2 companies light artillery; Sept. 30, 90 sailors bound for Sackett's Harbor; Oct. 5, 150 sailors, 150 wagons, on their way to Buffalo; Oct. 6, 130 U. S. soldiers, 20 wagons; Oct. 10, 130 U. S. marines; Oct. 13, parties of marines; Oct. 14, "Republican Greens" (190 men); Oct. 23, 23d U. S. regiment (300 men) from Albany; 130 field artillery.

1813, April 6, 150 light horse reach Utica from Sackett's Harbor, which they have been compelled to leave on account of lack of provisions, and on April 13, 150 more light horse reach Utica, probably for the same reason; April 15, 200 light artillery moving west; April 24-25, 500 soldiers, 100 sailors for Sackett's Harbor; 500 horse and foot for Buffalo; May 12, 2d U. S. regiment on way to front; May 15 and 16, 900 Massachusetts soldiers on way to front; May 23, 600, 21st U. S. for west; May 26, 750 U. S. soldiers for west; June 15, 14th U. S. (300 men) and a rifle company for the front; June 16, 49th English regiment, prisoners of war, pass down the valley; June (latter part), numbers of soldiers and sailors en route to defense of Sackett's Harbor; July 10, 3d and 25th U. S. (270 men); Aug. 9, 100 Canadian and British prisoners on their way down the valley under guard; summer and autumn, constant passing east and west of American soldiers, sailors and militia; Oct. 15, 2 companies Walleville's

English regiment (captured on lake transports) went east as prisoners under guard; Oct. 31, 800 U. S. regulars from Fort George, going west; Nov. 23, Com. Oliver Hazard Perry (hero of Lake Erie naval battle) given great public dinner at Utica, and passed down Mohawk in a batteau, everywhere given a great reception.

Gen. Winfield Scott had his camp for his command at "the Camp" in present Scotia, on the flats to the west of the Glen-Sanders mansion. This camping ground had been used by Colonial and Revolutionary armies, and had similar use, during the War of 1812, by the many detachments of American troops passing east and west over the Mohawk turnpike as well as on the river. In fact, the Mohawk Valley was the main military route of the War of 1812, connecting as it did with the important St. Lawrence River, Lake Ontario and Niagara frontiers, on which the greater part of the actions of the second war with England were fought and where the major part of its military activity was in evidence.

Prior to the War of 1812, General Scott visited the family of Gen. John Cochran at Palatine Bridge. The Cochran larder was low and they served their guest with a dish consisting of the family peacock which had previously graced their lawns. The Cochrans subsequently removed to Utica.

General Scott's duties called him back and forth several times over the Mohawk turnpike during the War of 1812. It was on one of these journeys that he suffered an ignominious ducking in the Mohawk. At some point east of Little Falls the General was traveling in a turnpike stage which was descending a rather steep hill at a curve. The driver, as he turned the curve, saw a great Pennsylvania wagon and team filling the center of the pike. There was no room to pass and no time to pull up, so the driver turned his team and drove directly into the Mohawk River, which ran close alongside the road at this point. All the passengers, including General Scott, and the team, coach and driver were finally fished out of the river safely. The coach passengers, headed by Scott, then made up a purse of money and presented it to the driver in appreciation of his quick-witted action, which prevented an accident that might have proved fatal to several persons.

In the War of 1812 the Mohawk River was again largely used for military supplies and ordnance supplies transport, with Schenectady as the river embarkation point, while the soldiers marched westward over the Mohawk turnpike and South Shore

turnpike. In 1814, after his great naval victory on Lake Erie, Commodore Perry journeyed eastward, his progress being a series of triumphant ovations. At Utica Perry embarked on a Mohawk packet, gaily decorated for the occasion, and sailed down the river to Schenectady. Here he was met by a patriotic committee of city burghers, one of whom made him an address of welcome in Holland Dutch, then largely the language of the city.

In 1914, the century of peace, between the United States of America and Great Britain, since the War of 1812, was celebrated in both countries.

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At the time of the publication of Beers' History in 1878, a goodly number of the Montgomery and Fulton veterans of 1812 still survived. They are therein mentioned as follows: Moses Winn, Minden, in his 88th year (his father was a captain in the Revolution and sheriff of the county after the war); George Bauder, Palatine, in his 92d year; John Walrath, Minden, nearly 82; William H. Seeber, Minden, about 86; Peter G. Dunckel, Minden, about 84; Henry Nellis, Palatine, about 84; John Casler, Minden, nearly 86; Abram Moyer, Minden, about 84; Cornelius Clement Flint, Minden, about 84; Benjamin Getman, Ephratah, 86; Henry Lasher, Palatine, 88; Pythagoras Wetmore, Canajoharie, 80; John Eigabroadt, St. Johnsville, about 82. In the eastern part may be mentioned: J. Lout, Mohawk; David Ressiguie, 94; Amasa Shippee, Capt. Reuben Willard, Northampton.

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One of the leading figures in the 1812 militia of the old Canajoharie district was Major John Herkimer, son of Capt. George Herkimer and nephew of Gen. Nicholas Herkimer. At that time the river section of the district was divided into the towns of Minden and Canajoharie, and Major Herkimer was a resident of that western portion of Minden, which later, in 1817, became Danube, when it was included in Herkimer County. He occupied the Herkimer homestead until 1817. John Herkimer represented Montgomery County in 1799 in the State Assembly. March 13, 1813, he was commissioned a major in Colonel Mills' New York volunteer regiment. Major Herkimer was in the battle at Sackett's Harbor, when Colonel Mills was killed. Herkimer was a leading anti-Clintonian and was a member of Congress in 1822, where he voted for John Quincy Adams in the electoral college deadlock which threw the election into Congress. He was a Herkimer County judge and was generally known as Judge Herkimer.

* * * * *

Hiram Cronk, the last survivor of the War of 1812, was a native of the Mohawk Valley. He was born at Frankfort, Herkimer County, in 1800, and died in 1904, at the great age of 104 years. He enlisted as a drummer boy, at Northwestern, Oneida County, August 2, 1814, in the company commanded by Capt. Edmund Fuller, and served to the close of the war, when he received an honorable discharge. He lived in Northwestern until 1825, when he married Mary Thornton. Mr. Cronk then moved to a farm in the town of Ava, Oneida County, where he lived for nearly eighty years, until his death in 1904. Much attention was paid to him, after it became well established that he was the last survivor of the War of 1812. His funeral was held with due military honors. After a large funeral at his home, his body was taken to New York City, where it lay in state in the City Hall for twenty-four hours, after which he was buried in Cypress Hills Cemetery, in Brooklyn, with proper military display. Hiram Cronk was one of a large number of centenarians of the Mohawk Valley. "Old Elder," a resident of Oneida County, lived to the great age of 115 years. At the time (1925) of the writing of this book, "Grandma" Delina Filkins was living at her home in Jordanville at the great age of 109 years, and enjoying excellent health. Sophia Sitts died at Starkville in 1883, aged 109. She was captured (August 1, 1780) by Indians during the Revolution, when only five years old, but was released the same day. Hiram Cronk stands as the fourth oldest in the long list of Mohawk Valley centenarians.

CHAPTER 86.

THE ERIE CANAL, 1825-1918.

CONSTRUCTION OF THE ERIE OR "GRAND CANAL", 1817-1825—FIRST WORK BEGAN AT ROME, JULY 4, 1817—CONSTRUCTION WORK IN THE MOHAWK VALLEY—CLINTON'S TRIUMPHAL TRIP IN THE "SENECA CHIEF" IN 1825 —A CONTEMPORARY ACCOUNT OF THE FORT PLAIN CELEBRATION.

In discussing the old Erie Canal, of 1825-1918, we are considering one of the most important trade routes and canals of the world. This is true in spite of the fact of the greater waterways of later years—the Suez and Panama Canals, and the New York State Barge Canal, which has superseded the Erie.

The first American canal of any size was the Dismal Swamp Canal, completed in 1794; the second, the Santee Canal, completed in 1802; the third, the Champlain Canal, completed in 1823, running from Whitehall to Watervliet, a distance of sixty-six miles; the fourth, the Erie Canal, running from Albany to Buffalo, completed in 1825.

However, the Erie Canal takes rank as the first great artificial inland waterway. It made New York State and city great and put the Empire State in the forefront of the commonwealths of the Union. All this was made possible by the Mohawk Valley —Gateway to the West, and the watergate from the Lakes to the Atlantic.

The project of a continuous waterway from the Hudson to the Great Lakes had been agitated ever since the days of the earliest settlement of New York State and the Mohawk River-Wood Creek-Oneida Lake-Oswego River route is the parent of the Erie Canal and was in use as the water route (with the carry at Wood Creek) from the Hudson to Lake Ontario for two centuries before the completion of the Erie Canal. Washington, on his tour of the valley in 1783, was greatly impressed by the water communications of the regions, as is shown in a prior chapter.

The incorporation of the Inland Lock Navigation Company in 1792 was the first step toward canalizing this Mohawk River to the lakes route, which had previously been traversed exclusively by canoes, dugouts and batteaux. This company was not successful as has been shown and sold out to the state in 1820, because of the construction of the Erie Canal with which it could not compete.

For a history of the canals of the state, including the Erie Canal, the reader is referred to the History of New York Canals, published by the State Engineer and Surveyor in 1905. This gives the history of the discussion of canals, regarding the Mohawk Valley route, which went on, in greater or lesser degree, for a century preceding the beginning of Erie Canal construction at Rome, July 4, 1817. The subject is too large for space here.

The chief credit for New York State taking up the construction of the canal project must be given to Jesse Hawley, a resident of Ontario County. On January 14, 1807, he published an article in the Pittsburgh "Commonwealth" urging the building of the Albany to Buffalo canal, under the signature "Hercules." He was at that time temporarily living in Pittsburgh. Public utterances and writings in favor of the canal were meager or nonexistent prior to Hawley's propaganda. On Hawley's return to his previous home in Ontario County, New York, he published a series of fourteen articles in the "Ontario Messenger" (also known as the "Genesee Messenger"), a newspaper issued at Canandaigua. These papers constituted a complete exposition of the whole subject, setting forth the advantages of the work, describing the canals of Europe, comparing the Erie canal scheme with them and estimating the cost—which estimate closely approximated the actual expense of the canal afterward built.

At Schenectady, in 1803, Gouverneur Morris suggested to Simeon DeWitt, state surveyor, a project for conveying the water of Lake Erie direct to the Hudson, by means of a canal so constructed as to preserve a continuous fall to the high lands bordering on the river, which should be surmounted by the use of locks. The surveyor-general, in common with most of those to whom the scheme was mentioned, regarded the project as visionary.

The Erie Canal proposition was first brought before the legislature by Joshua Forman, member from Onondaga, February 4, 1808. A committee was appointed to investigate the subject and reported in favor of an examination of the route (both from Oneida Lake to Lake Ontario and from Lake Erie eastward to the Hudson). This was made by the aforementioned James Geddes, who made a favorable report to the committee. A further survey was made in 1810 and the cost of the canal estimated at $5,000,000. The length of the canal was estimated at 350 miles and the cost of transportation at $6 per ton. Appeals for help from the national government having failed, the canal commissioners were, by the legislature, authorized to obtain a loan of $5,000,000, and procure the right of way.

OLD ERIE CANAL NEAR LITTLE FALLS

PACKET BOAT ON THE OLD ERIE CANAL

On the Albany-Buffalo route this was considered a luxurious mode of travel, after the days of rough riding on the stage coaches. The packet boats flourished from 1825 to 1850 and carried hundreds of thousands of travelers and emigrants through the Gateway to the West.

Further progress was prevented by the War of 1812, but toward the close of 1815 the project was revived. In spite of much opposition, the efforts of the canal champions both in and out of the legislature (especially DeWitt Clinton), procured the passage of an act April 17, 1816, providing for the appointment of commissioners to take up the work. The following formed this board: DeWitt Clinton, Stephen Van Rensselaer, Samuel Young, Joseph Elicott and Myron Holley. Clinton was president. The plan of a continuous slope from Lake Erie, first proposed, was given no consideration by the commission, and that of following the undulations of the surface adopted. Five millions was again estimated as the full cost of construction. April 15, 1817, an act prepared by Clinton was passed, in the face of great opposition, authorizing the commencement of the actual work. The canal project had always been considered by many a ruinous experiment and "lamentations were frequently heard on the miseries of an overtaxed people and their posterity." Says Washington Frothingham in Beers' "History of Montgomery and Fulton Counties":

"The canal was divided into three sections, from Albany to Rome, Rome to the Seneca River, and thence to Lake Erie. Charles C. Broadhead was engineer in charge of the eastern division, Benjamin Wright of the middle division, and James Geddes of the western. The canal was planned to be forty feet wide at the surface, twenty-eight feet at the bottom and the depth of the water to be four feet. The locks were ninety feet long and twelve wide in the clear. The commissioners were authorized to borrow, on the credit of the State, sums not exceeding $400,000 in any one year. Nearly $50,000 had been spent in exploration and surveys on the work before ground was broken." These figures seem insignificantly petty compared with the vast sums that have since been frequently wasted on so-called public improvements.

Ground was broken at Rome, July 4, 1817, in the presence of the canal commissioners. John Richardson held the plow in opening the first furrow. "It was more than two years before any part of the line was ready for use. On the 22d of October, 1819, the first boat was launched at Rome to run to Utica for passenger use. It was called the 'Chief Engineer'; was sixty-one feet long, seven and one-half feet wide; had two cabins, each fourteen feet long, with a flat deck between them, and was drawn by one horse. The next day [October 23, 1819], the commissioners and some of the most prominent citizens of Utica embarked there for the return trip to Rome and set off with a band playing, bells

ringing, cannon thundering and thousands of spectators cheering from the banks. The canal at first was often called the 'Grand Canal.'

"On the 21st of July, 1820, tolls were first levied, the rates being fixed by the commissioners, the amount received that year [in the short stretch then in use] was over $5,000, taken by six collectors. The canal was used between Rome and Little Falls in the autumn of 1821, the contractor at the latter point availing himself of the unprofitable labors of the Inland Lock Navigation Company (previously referred to); and the portion east to the Hudson was under contract. Meanwhile the river floated the canal boats from Little Falls to Schenectady. The Mohawk Valley, below the former point, was thoroughly explored under the supervision of Benjamin Wright, chief engineer, and the intended direct line, from Schenectady to the Hudson River near Albany, was abandoned in favor of the course of the Mohawk River [from Schenectady to Cohoes]. The accuracy of the engineering work on the line was considered wonderful, in view of the fact that the engineers, Wright and Geddes, had had no previous experience of the kind, having been only land surveyors before their employment on this great work.

"In the spring of 1823, the canal was open uninterruptedly from Sprakers to the western part of the state and in September following [September, 1823] the St. Johnsville feeder was completed. The spot at the 'Nose,' however, was still unfinished, and, at that point, merchandise was transferred to river boats past the unfinished section.

"In the latter stages of the great work unexpectedly rapid progress was made, its success being now assured, and on the 26th of October, 1825, the finishing touch had been given and the canal was thrown open to navigation throughout, by the admission of water from Lake Erie at Black Rock [Buffalo]. The length of the canal was 363 miles, and its initial cost $7,143,789.86. Its completion was celebrated with unbounded joy which found expression in extraordinary civic and military ceremonies, and all the festivities that a proud and happy commonwealth could invent.

"On the morning of October 26 [1825], the first flotilla of boats, bound for New York from Lake Erie, entered the canal at Buffalo carrying the Governor and Canal Commissioners [in the packet, 'Seneca Chief']. Their departure was the signal for the firing of the first of a large number of cannon stationed within hearing distance of each other along the whole line of the

canal and the Hudson River and at Sandy Hook, by which the momentous news of the opening of through travel at Buffalo was announced at the Hook in an hour and twenty minutes. One of the signal guns stationed at Sprakers Basin was fired by the Revolutionary veteran Goshen Van Alstine [living in present Canajoharie during the war]. The official voyagers were everywhere greeted with enthusiastic demonstrations."

In New York harbor Clinton poured water, carried from Lake Erie, into the waters of the Atlantic commemorating thereby the joining of the two bodies by way of the Erie Canal, and the great voyage was over. Sketches of canal scenery were stamped upon earthenware and various implements in commemoration of the great achievement. Albany was reached November 2, 1825, where a great celebration took place. The gubernatorial party arrived at New York, November 4, where was held a great public demonstration in celebration of the event. The trip from Buffalo to Albany had occupied seven days.

"As at first constructed, the canal passed through instead of over the streams which it had to cross, especially in the Mohawk Valley, their waters being raised to its level as near as possible by means of dams. This gave a surplus of water in certain localities, and afforded some fine milling privileges. One of this sort was furnished below Canajoharie Creek, where John A. Ehle built a sawmill to avail himself of it. To carry the water through a stream of any size required, upon both shores of the latter, guard locks with gates were built, which could be closed during freshets.

Considerable difficulty was frequently experienced at such places by a long string of boats accumulating on each side of the stream where, at times, they were delayed for several days, during which time their crews came to be on familiar and not always friendly terms. Such delays were sometimes caused by a freshet in the creek injuring the dam. The passage of the first boat across a creek, on the subsidence of high water, was a marked event, sometimes drawing a large crowd of people together to witness it. The first thing was to get the boat within the guard lock and close the gate behind it. Then with a strong team, sometimes doubled, the feat was undertaken [the horses traveling over on a towing bridge over the dam]. The greatest difficulty was experienced at Schoharie Creek, that being so large; and on the parting of a towline midway of the stream, in several instances, boats were borne by an aggravated current over the dam and into the river, occasionally with loss of life. In such cases

the boats had to go to Schenectady before they could get back into the canal. The passenger packet boats had the procedence in passing locks, and it was readily conceded at creek crossings in freshet times."

At the outset the canal was the fashionable avenue of western travel, as well as a highway of commerce. The packets were elegantly furnished, set excellent tables and far outstripped the freight boats in speed, by their comparative lightness and their three-horse teams. The canal accordingly furnished the natural route of Lafayette in his grand tour of this part of the country in 1825. At the crossing at Schoharie Creek, Lafayette's packet was delayed and it was there boarded by Thomas Sammons who was engaged in boating on the Erie canal. When Marquis de Lafayette was on a military errand at Johnstown, during the Revolution, he was there entertained by Jacob Sammons, a brother of Thomas, who had leased Johnson Hall from the Committee of Sequestration. Here Thomas Sammons had repeatedly met the French nobleman. In his cabin the Marquis greeted Sammons most cordially, asking after his Johnstown host (who had died since that time). The eminent Frenchman held the boat until his interview was ended, when Sammons and his son (who told this anecdote) stepped ashore both proud and happy over their courteous reception. Lafayette's packet was decorated with streamers and evergreens, even the harness of the horses bristling with flags. At all stops, locks and crossings, he was greeted by cheering crowds.

The canal early became taxed beyond its capacity, and its enlargement became a necessity. By legislative act of May, 1835, the canal commissioners were authorized to make its enlargement and to construct double locks as fast as they deemed advisable. Under this act the enlargement was begun and carried on, with more or less activity, for a quarter of a century before it was completed throughout. In this reconstruction the canal was carried over the cross streams by aqueducts. It was reduced in length to 350 miles, and increased in breadth to 70 feet at the surface and 52½ feet at the bottom, while the depth of water was increased from four feet to seven feet. The cost of this enlargement was over $30,000,000.

Between 1889 and 1891 the canal locks were enlarged to admit of locking through two boats at once.

In 1896 and 1897, under an appropriation of $9,000,000, further enlargement was made. The water depth was increased (at least in part) to nine feet. From being the main central New

York artery of freight traffic, commerce on the canal had dwindled to a small figure. Where formerly the docks of the canal towns were scenes of bustling activity they became deserted. Such a state of affairs was due to the inability of the canal boats of 250 tons to successfully compete with the constantly increasing carrying capacity of the railroads. The railroads soon put the canal packets out of business but there are yet those who remember well this convenient, picturesque and pleasant (if somewhat slow) method of travel prior to the middle of the nineteenth century. The Erie canal, particularly in its earlier years, was a favorite route of travel by emigrants going to the West.

In 1836, the Chenango Canal was built from Binghamton to Utica. It was later abandoned.

In 1849, the Black River Canal was built from Rome on the Mohawk to Lyons Falls on the Black River. It is now used as a feeder for the Barge Canal.

Down to 1866, the construction, enlargement and improvement of the Erie and Champlain canals (the latter requiring but a small part of the whole amount) had cost no less than $46,018,234; the repairs and maintenance had cost $12,900,333, making a total expense of $58,918,567. On the other hand, the receipts for tolls on the Erie and Champlain canals had then amounted to $81,057,168, leaving a balance in favor of these canals of $22,138,601. The cost of other canals reduced the direct profit on the canal system of the state to a trifle, although the indirect profits have been enormous.

Future readers will ask, "What was the motive power and manner of boating on the old Erie Canal?" The boats were at first drawn by one horse or mule. As they increased in size two or three horses or mules were used on one boat. The canal craft also went in pairs, threes and fours, sometimes two being lashed together and one or two others being in tow. These tows frequently had four horse or mule teams. Occasionally three or four boats went through towed by a tug. Steam canal boats have also been common. These generally formed the second boat of a pair, lashed bow and stern, and towed one or two others. Lake boats, which could journey from lake ports west of Buffalo through to New York, were seen in considerable numbers at times. Their use made the expense of breaking bulk at Buffalo unnecessary. All these double boats had to be unlashed before entering the locks, prior to the lock enlargement of 1891. From Albany down these craft made the trip to New York in great tows or lashed flotillas, towed by one or two tugs.

OLD ERIE CANAL LOCK

At Fort Plain. The front of an old-time canal grocery is seen at the extreme right.

OLD ERIE CANAL THROUGH FORT PLAIN

Photo by Emma Beach Parker, Deferiet, showing how the Erie Canal traversed the South Side Mohawk River canal towns. The tow path is on the right and an old Erie Canal boat is in the distance.

Accidents of various sorts on the Erie were common—leaks and banks giving way forming the principal source of trouble. Horses or mules frequently fell into the water, but were generally rescued. The canal banks were of riprap on the tow-path side, except in towns where they were of stone. Here was generally located an incline up which horses were taken which had tumbled into the canal. Drownings were frequent about the locks. One of the most remarkable accidents on the canal occurred at Fort Plain in 1896, when an omnibus filled with passengers went through the River Street bridge into the canal. All the people were rescued with great difficulty and the state was compelled to pay damages to a considerable amount. An iron lift bridge succeeded this weak structure, there being two located within the limits of Fort Plain.

Canal grocery stores were a feature of the Erie in its prime, these being located near the locks. The Erie waterway always provided occupation for a considerable number of people, along its route, they being employed as lock and bridge tenders, bank watches, state (repair) scow hands, etc.

One of the features of Erie Canal transportation, after the latter part of the nineteenth century, was the transit, during the summer months, of pleasure boats running from the Hudson River and southern and eastern points to the Thousand Islands and the Great Lakes. This was a particularly large item of traffic after the introduction of the gasoline motor boat. The craft varied from a row-boat size to large yachts which tested the capacity of the locks. The trip through the Erie Canal and the Mohawk Valley was a pleasing feature of summer outings to thousands of Americans from the country over.

The State Engineer's department has furnished the following regarding the Erie Canal: The boats used on the Erie Canal between 1817 and 1830 measured 61x7x3½ feet and had a capacity of 30 tons. Between 1830 and 1850 boats of 75x12x3½ feet were used. These had a capacity of 75 tons. From 1850 to 1862 the boats were 90x15x3½ feet in size and had a capacity of 100 tons. After 1862 the boats were increased to 98x17½x6 feet with a capacity of 240 tons.

The records of tonnage are not available prior to 1837. In that year the Erie canal carried 667,151 tons. In 1850 the tonnage was 1,635,089. In 1875 it was 2,787,226. Although the tonnage records do not go back of 1837 the records of tolls collected are available since 1820. In 1825 the amount collected on the Erie Canal was $492,664.23. In 1850 they were $2,933,-

125.93. In 1875 they were $1,428,078.25. Tolls were abolished on the canals in 1882. For several years prior to that date tolls had been decreased, although the amount of freight carried had increased or remained about the same. The year 1880 was the season of greatest tonnage on the Erie Canal, 4,608,651 tons having been carried. In 1910 the tonnage was 2,023,185.

The arbitrary selection of certain years does not give a very good idea of the growth of canal traffic. The records are contained in a convenient form for reference in a history of the canals which was published by the state a few years ago. It is entitled "History of the Canal System of the State of New York, together with Brief Histories of the Canals of the United States and Canada." At pages 1062 and 1064 of the second volume of this work appear the tables from which the above is quoted. The reader is referred to this work for a fuller account of the state's waterways.

In 1912, when the old Erie Canal was still in operation, the following was written regarding the impending passing (in 1918) of this great waterway:

The Erie Canal, after a life of almost a century since its first boat ran from Rome to Utica, is soon to give way to the vastly more efficient Barge Canal. What disposition will be made of its bed by the state of New York is not known. At this time it is interesting to recall the picture of the former activity along its course, its picturesque packets and the bustle and life that it brought to the canal towns to which it gave birth. Those who love the scenery along the valley will soon miss from the view the twin courses of the Mohawk and the Erie Canal winding their glittering way through the landscape.

In 1918, when the Barge Canal was opened the Erie Canal was abandoned. Many of the old-time canalers transferred their boats to the new waterway. The canal lands were sold by the state. In the cities and villages along the route the big ditch has generally been filled in, but, in the open country it still remains an open ditch and an elongated scummy swamp at many points. Some farmers are raising crops in the rich soil of the old canal bed.

At the time of the sale of the canal lands there was a strong demand that the State use this Albany to Buffalo right of way as a great trunk line motor car route. In view of the increasing and at times dangerous pressure of automobile traffic on the Mohawk Turnpike and other divisions of the Albany-Buffalo highway, such a demand was amply justified. Time will yet tell as to

whether the State of New York made a mistake in the sale of its Erie Canal lands.

Celebrations of the opening of the Erie Canal were not alone confined to the villages along its banks but were held in many enterprising communities all over the state. The New York authorities ordered all the artillery of the state to be out on October 26, and fire a salute and where villages had military organizations there was generally some celebration or parade.

* * * * *

At Fort Plain (then a village of not more than 400, including Sand Hill) the event of the opening of the Erie Canal was fittingly observed. Says Simms:

"The substantial citizens of the neighborhood assembled on the day [October 26, 1825] of general festivities on the canal and celebrated the marked event. A long procession headed by Dr. G. S. Spalding as marshal and led with martial music marched from the public house of mine host, Joseph Wagner, to Sand Hill where, near the church a six pound cannon heralded the event of the day [Clinton's entering the canal at Buffalo] in thunder tones abroad. The patriotic crowd is said to have proceeded to the hill and back two and two, and it is probably well that some of them did so. A report of this celebration, published in the Johnstown 'Republican' soon after, says: 'An address with an appropriate prayer was pronounced in Washington Hall [which was in an upper room of the Warner store] to a crowded audience, by Rev. John Wack, who did much honor to his head and heart. After the address the company partook of a collation prepared by Mr. Joseph Wagner. Dr. Joshua Webster acted as president and Robert Hall, Esq., as vice-president. The festivity of the day terminated with a ball in the evening.'

"The sumptuous dinner at this first Wagner House (said Simeon Tingue, then its hotel clerk) was spread the entire length of the ball-room. This house stood on the north side of the guard lock, and is now owned by Andrew Dunn. After discussing the merits of a good dinner numerous toasts were washed down by good liquor, which as was soon apparent was freely used by all present. Remembered among those at the table were several [by the name of] Fox, Gros, Wagner, Hackney, Marvin, Ferguson, Adams, Cole, Belding, Mabee, Diefendorf, Crouse, Lipe, Dygert, Ehle, Nellis, Abeel, Seeber, Verplanck, Washburn, Moyer, Casler, Clum, Failing, Roof, Firman, Langdon, Warner, Cunning and others. A more jovial or free-from-care set of men were never assembled in Minden. Here is a glance at the toasts.

First came thirteen regular toasts and the eleventh was as follows: 'Constitution of the United States—"And the rain descended and the floods came and the winds blew and beat upon the house, and it fell not for it was founded upon a rock".' Nine cheers. The twelfth was 'Education' and drew out six cheers, while the thirteenth upon the 'Canals of New York' was followed by twelve cheers. Of the nineteen good volunteer toasts recorded, I think every mover but one has gone to his rest—the exception is Hon. Peter J. Wagner, now (1882) past 87; and here is his sentiment: 'Liberty of the Press—The armed neutrality of a powerful Republic. Here no Harrington is denounced as a bloodstained ruffian—no Galileo doomed to languish and pine within the cells of an accursed Inquisition.' Mr. Wagner had more to do with preparing the toasts than any other man. As the guests grew hilarious, W. P. M. Cole, a witty Yankee teacher, jumped upon the table, which was a temporary one resting upon sawhorses. Many dishes were yet upon the table when down it went and all on it upon the floor. And, after the guests left the hall, lucky was it if they all got home before dark.

"It was expected that the boat [Seneca Chief, bearing Gov. Clinton and suite to tidewater] would arrive on the evening of Monday, October 31, [1825], possibly heralded by stages, anticipating which event a large concourse of people gathered from a distance of several miles around. Preparations had been made to proclaim the event by erecting two long poles on Prospect Hill, each with half a barrel of pitch on top with cords to hoist lighted shavings to ignite them. A cannon was also placed between them. To herald the event James A. Lee, a constable, was sent on horseback to Countryman's lock, some miles above; and, to spread the tidings, two young men—Rugene Webster and Solomon Norton—were delegated to Abeel's tavern a mile west, to 'telegraph' with a musket from that point. Headquarters were at the new store of Warner, then directly above the guard lock, the windows of which were illuminated. It was eleven o'clock at night when the mounted express reached Abeel's, where was also a jolly crowd. Norton fired the overloaded musket and experienced its fearful rebound, to be followed by the thunder of the 32-pound signal gun. In a very few minutes the beacons were on fire and war's mouthpiece on the hill heralded the approach of the Seneca Chief. Gov. Clinton—with a waiter by his side holding a lamp—as the boat, towed by three horses, ran in by the store, came on deck. Limping a little, rubbing his eyes and looking up at the light, seeming in the clouds, he exclaimed in admiration of the

view, 'My God! what is that?' His wonder was how the light could be burning so far heavenward. The truth was the night was dark and foggy, obscuring the bold bluff on which the light was burning more than a hundred feet above his boat—a scene calculated to astonish any beholder not knowing the circumstances. But the visit must be brief, and every eye of the hundreds present (whether Clintonians or not) desired to see the projector of 'Clinton's Ditch,' and somebody must say something. John Taylor, an Irish schoolmaster—sometimes witty and always garrulous—stepped upon the bow of the boat and said (not knowing what else to say) 'Governor Clinton, this is my friend, John Warner's store.' Poor Taylor, in attempting to regain the shore, fell into the canal but * * * he was rescued without injury. Later in life it was his fate to be drowned in the canal. Lawrence Gros, who was just then commencing trade as a partner of Warner in his new store, and Dr. Webster were possibly the only ones present who could claim a personal acquaintance with the Governor; and so desirious was Col. Crouse, and perhaps others, for an introduction to his Excellency, that they stepped on board, and, entering the cabin, rode down to the lock one-quarter of a mile below. It is presumed that the Governor discovered that some of his guests had, in waiting, kept their spirits up in a manner often resorted to at that period. Martial music attended the boat down to the lock and, as the Fort Plain guests stepped on shore, the band struck up 'Yankee Doodle,' when Gov. Clinton, from the deck, swung the crowd an adieu with his hat, entered the cabin with Canal Commissioner Bouck and others, and the Seneca Chief moved forward."

* * * * *

DeWitt Clinton, the "father" of the Erie Canal and the virtual builder of "Clinton's Ditch," was born in Deer Park, Orange county, March 2, 1769. He was a son of Gen. James Clinton, of the Sullivan and Clinton expedition to the Indian country in 1779, and who made Canajoharie his rendezvous in the Mohawk Valley prior to his overland trip to join Sullivan.

Governor George Clinton was his uncle. His mother's name was Mary DeWitt of the New York Holland Dutch family of that name. He graduated at Columbia College in New York City in 1786, studied law and in 1790 became private secretary to his uncle, Governor Clinton. He was "a man of ardent temperament, dignified manners, inclined to reserve and of noble personal appearance." He was elected as a Republican or Anti-Federalist to the New York Assembly in 1797 and to the State Senate in 1798,

and soon became his party's most influential leader in New York. In 1801 he was elected to the United States Senate. In 1803 he was appointed by the Governor and council, Mayor of New York, which office he held, by successive reappointments, until 1814. He served as Lieutenant-Governor from 1811-1813 and in 1810 was chairman of the canal board. In 1812 he was nominated for President of the United States by the party opposed to President Madison's war policy, receiving 89 electoral votes (including those of New York), but was not elected. In 1815 he framed and presented to the state legislature a memorial advocating the construction of the Erie Canal (which was ordered in 1817). He was elected governor of New York almost unanimously in 1817 and in 1820 re-elected (over Daniel D. Tompkins), during his terms being president of the board of canal commissioners. He declined a renomination in 1822 and in 1824 was removed as a canal commissioner. In the fall of 1824 he was again elected governor by a large majority, making the triumphal tour of the Erie Canal in celebration of its opening, October, 1825. He was re-elected in 1826 and died in Albany before completing his term, February 11, 1828, aged 58 years.

CHAPTER 87.

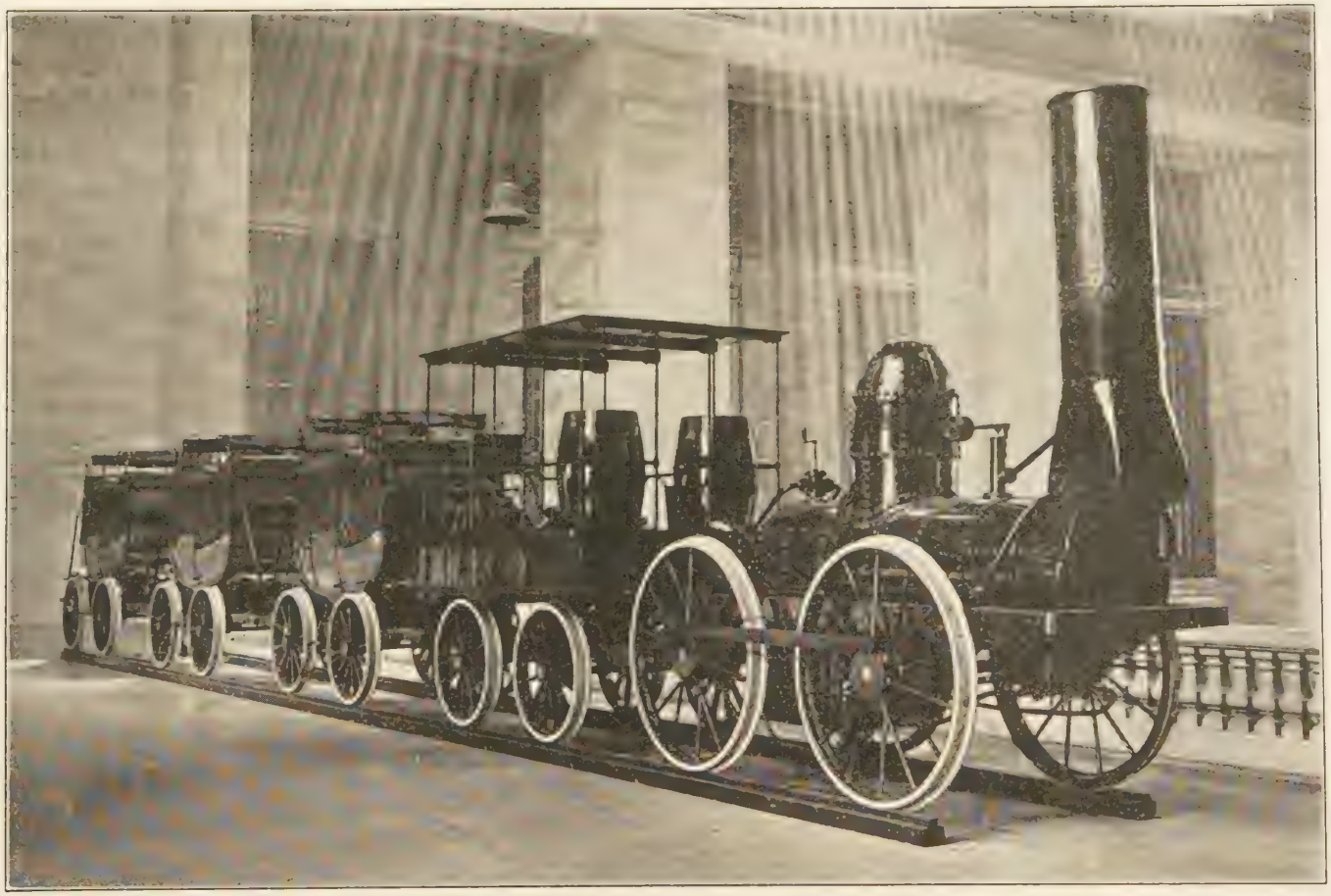
HISTORY OF THE NEW YORK CENTRAL RAILROAD AND OTHER VALLEY LINES.

HISTORY OF THE NEW YORK CENTRAL LINES AND RAILROAD DEVELOPMENT IN THE MOHAWK VALLEY—THE MOHAWK AND HUDSON RAILROAD, 1831—THE UTICA AND SCHENECTADY RAILROAD, 1836—N. Y. C. R. R. MOHAWK DIVISION COMPLETED IN 1839 BY THE CONSTRUCTION OF THE UTICA AND SYRACUSE RAILROAD—FIRST DIVISION OF THE NEW YORK CENTRAL RAILROAD, NOW THE ONLY SIX TRACK RAILROAD IN THE WORLD AND ITS GREATEST TRANSPORTATION ROUTE—NEW YORK CENTRAL R. R., 1853—NEW YORK CENTRAL AND HUDSON RIVER R. R., 1869—NEW YORK CENTRAL LINES, 1914—GEORGE W. FEATHERSTONAUGH, PROMOTER OF THE M. & H. IN 1812—WEBSTER WAGNER'S SLEEPING CAR, 1858; PALACE CAR, 1867—WEST SHORE RAILROAD, 1883, NOW PART OF THE N. Y. C. R. R., MOHAWK DIVISION—ADIRONDACK, BLACK RIVER AND ROME, WATERTOWN AND OGDENSBURG DIVISIONS OF THE NEW YORK CENTRAL RAILROAD—THE DELAWARE & HUDSON, BOSTON AND MAINE, DELAWARE, LACKAWANNA & WESTERN, NEW YORK, ONTARIO AND WESTERN VALLEY LINES—SCHENECTADY RAILWAYS CO.—NEW YORK STATE RAILWAYS CO.—OTHER MOHAWK VALLEY STEAM, ELECTRIC AND GASOLINE RAILROADS.

The following chapter deals with the birth and development of railroads in the Mohawk Valley. It particularly concerns the New York Central Lines, America's greatest railroad and the world's most valuable single piece of property, having a valuation in 1925 of two billion dollars. Here was built the first steam link in this present model railway system which is such a powerful factor both in the development of our valley civilization and its present industry, commerce and social life. This parent line was the Mohawk & Hudson Railroad, running from Albany to Schenectady in 1831. It is a remarkable fact that we still have the original DeWitt Clinton train which first ran over this parent line of the New York Central. It stands in the Grand Central Station, New York City. This road will celebrate its centennial in 1931.

In 1836 the Utica & Schenectady Railroad was built, and the Utica & Syracuse Railroad, in 1839, thus completing the Mohawk Division of the New York Central Railroad—its first division. The West Shore Railroad, built in 1883, now forms part of the Mohawk Division of the New York Central, making it the only six-track railroad in the world.

Other Mohawk Valley railroads have developed into important



(Photo by Courtesy of Pitt P. Hand, Publicity Dept. of the New York Central Lines)

THE DEWITT CLINTON TRAIN OF THE MOHAWK & HUDSON RAILROAD, 1831

This original train is on exhibition on the Balcony of the Concourse in the Grand Central Terminal in New York City where this photograph was taken. It was the first steam passenger train which ran over the Mohawk & Hudson Railroad from Albany to Schenectady in 1831. The M. & H. was the parent road of the New York Central Lines.

divisions of the New York Central Railroad. Chief of these are the Adirondack and St. Lawrence divisions, running north from Utica, and the Rome, Watertown & Ogdensburg Division, with its southern terminal at Rome.

The Delaware, Lackawanna & Western has important lines running south from Utica and Rome, connecting at Clinton and running south to Binghamton.

The New York, Ontario & Western runs south from Utica to Binghamton. The beautiful great Union Station at Utica serves the New York Central Lines and the D., L. & W. and the N. Y., O. & W.

The Delaware & Hudson Railroad has important lines running north and south from Schenectady.

Rotterdam, five miles west of Schenectady, is an important station on the West Shore, which here connects with a branch of the Boston & Maine, running eastward through Scotia, Mechanicsville, Schatigoke, etc.

The foregoing lines are all developments of early Mohawk Valley railroads, which are historically covered here. The Schenectady Railways Company, in the eastern Mohawk Valley, and the New York State Railways, in the western Mohawk Valley, are also considered. In fact this chapter covers the subject of the history of rail transportation in the Mohawk Valley, whether its motive power is steam, electric or gasoline.

This is the only compilation of Mohawk Valley railroad history published to date—1925.

George William Featherstonaugh was the first practical steam railroad promoter in the State of New York and one of the first in the United States. Featherstonaugh's interesting life is covered in the biographical section of this work. He was one of the brainiest and the most remarkable men who ever lived in the Mohawk Valley. He was born in London in 1780, graduated from Oxford in 1800, and came to America in 1806. Featherstonaugh settled at Duanesburgh, where he married Sarah, daughter of Judge James Duane, who was the first mayor of New York City after the Revolution. He later built a mansion on Featherstonaugh Lake, the lakelet south of Mariaville Pond (larger than Featherstonaugh Lake), in Princetown, Schenectady County. Here Mr. Featherstonaugh built a fine mansion and established a blooded stock farm. The house contained valuable collections and works of art. It was completely burned in 1829, after Featherstonaugh's return from his European trip. The lake now bears the misnomer of "Featherstone" Lake.

George W. Featherstonaugh bears somewhat the same relation to railroad development in the State of New York as Elkanah Watson does to its waterway improvement. We know there were men who planned internal navigation routes and ways prior to 1788, when Watson first visited the Mohawk River, but Elkanah Watson stands as the first man who was able to put his plans into actual material effect.

Mohawk & Hudson Railroad, 1831.

G. W. Featherstonaugh was a man of great scientific ability and accomplishments. He early became interested in the subject of steam railroads, and, in 1812, began agitation for a steam railroad and published many articles on the subject. In 1826 he succeeded in obtaining the passage of a bill, in the New York State Legislature, incorporating the Mohawk & Hudson Railroad (to run from Albany to Schenectady), and the charter was granted soon thereafter. George W. Featherstonaugh and Stephen Van Rensselaer, the patroon, were the only directors named in the charter. Van Rensselaer became president, and Featherstonaugh vice-president of the Mohawk & Hudson Railroad, the first steam link of the New York Central Lines.

In 1826 Mr. and Mrs. Featherstonaugh sailed for Europe in the interests of the railroad. Soon after their return to America, in 1828, Mrs. Featherstonaugh died, and this, combined with the burning of his Mohawk Valley home, caused Mr. Featherstonaugh to drift away from his railroad connections. In 1833 he became the first United States geologist, after which his interests were elsewhere in the United States until his return to England. Others carried on the great enterprise he was so instrumental in starting.

Construction work began on the railroad on July 29, 1830, and, one year later, the road was completed from Prospect street, in Schenectady, to Lydius street, on the western suburbs of Albany.

In the light of today's railroad construction, the Mohawk & Hudson Railroad was crudely built and equipped. The rails were similar to those later used for horsecars, and at first horses furnished the only motive power, except that, at the summits of the higher hills, stationary engines were located to draw up and let down the cars by ropes. The passenger cars were simply the stage coach of the day, being hung on leather thorough-braces and having seats both inside and out. A lever attached to the truck was operated by downward pressure as a brake.

The advantages of steam railroads being here practically seen,

other lines were immediately projected and applications for charters made. Among them was the Utica & Schenectady, connecting those cities and covering a distance of about eighty miles. With its parent road, the Mohawk & Hudson, it made a line almost 100 miles long and so traversed the greater part of the Mohawk Valley.

Two locomotives were ordered, one from George Stephenson of England (the inventor of the locomotive) and the other (designed by the road's engineer, John B. Jervis) from the West Point foundry. The English engine was called the Robert Fulton, but the name was later changed to John Bull. It weighed 12,740 pounds. The American locomotive was named the DeWitt Clinton and weighed 6,758 pounds. It was 11 feet 6 inches long, with two cylinders 5½ inches by 16 inches. In 1831, on trial trips, it attained a speed of thirty miles an hour. The first train consisted of an engine, tender and three coaches.

The formal opening of the road was on August 13, 1831. A grand excursion was run September 24, 1831, when a great celebration was held at Schenectady. The Robert Fulton (English engine) started to haul the train but broke down. The DeWitt Clinton (American engine) hauled three coaches, followed by seven platform cars, each drawn by a horse. The three coaches were stage coaches mounted on trucks, holding ten passengers each. The rails were wooden stringers, with iron straps nailed on top. The engine burned wood and the sparks therefrom constantly set fire to the passengers' clothes on this historic journey.

In connection with this epoch-making trip a banquet was held at Schenectady. Governor Throop offered this toast: "The Mohawk & Hudson Railroad! Its successful execution has given us practical evidence of the foresight of those who embarked in this enterprise."

President Camberling, of the M. & H., responded with the following: "The Buffalo Railroad! May we soon breakfast at Utica, dine at Rochester and sup with our friends on Lake Erie."

Fortunately the first DeWitt Clinton train has been preserved to us in its original form. It was exhibited at the Philadelphia Centennial of 1876 and at the Chicago World's Fair of 1893, the engine being largely rebuilt, on the original lines, for the latter exhibition. In 1920 this train was placed on free exhibition in the balcony of the Grand Concourse of the Grand Central Station.

On Sunday, July 17, 1921, the DeWitt Clinton train was placed on the New York Central tracks and made several trips

from Ninety-sixth to One Hundred and Sixteenth streets, in New York City, one trip being made with New York Central employes dressed in the costumes of 1831. A speed of fifteen miles an hour was attained. The old train, herein illustrated, was then put aboard flat cars and taken to Chicago for exhibition. On the trip it was drawn by engine 999, the famous locomotive which, on May 10, 1893, set the world's record of 112 miles an hour speed for a loaded train, while drawing the Empire State Express. This test covered but one mile, the speed attained being that given. The DeWitt Clinton train was exhibited all along the New York Central line on the 1921 trip to Chicago.

An excellent illustration of the DeWitt Clinton train is here published, showing it as it stands on the balcony of the concourse of the Grand Central Station in New York City.

There were some funny incidents in connection with the operation of this original unit of the New York Central Lines. As previously mentioned, a thin strap of iron covered the wooden rails. This would frequently become loosened, so that the strap of iron would roll up. The engineer then stopped the train and went ahead on the track, respiked the rails, so that the train could pass. Sometimes the thin iron strap would become loosened as the train was passing over it, thus causing accidents.

The terminus of the Mohawk & Hudson at both Albany and Schenectady stood in the outskirts of the town, and stages were used to transport passengers to and from the city centers.

The cost of the road, up to the time of the opening excursion, was $483,215. By the spring of 1832 the railroad was fully completed at an additional cost of $156,693, making the total cost of the Mohawk & Hudson Railroad $639,908, a very considerable outlay for those days. Following the final completion of the road another grand excursion was held on the 14th day of May, 1832.

In the early days of the Mohawk & Hudson Railroad the cars or coaches were let down and drawn up to the summit of Prospect Hill by means of an inclined plane. There was a stationary engine at the top, with a long rope attached to the coach and balanced by another car, loaded with stone, so that as the one car was being drawn up the other was descending. From the foot of this incline the cars were drawn to the center of Schenectady by horses. This system continued until 1841, when the tracks were relocated in the general line of their present route. Then the trains ran into the first State Street Station, drawn by their own locomotives. A large and handsome depot station, for

those days, was erected on the site of the present Schenectady New York Central Station. The road, by 1841, had proved to be an almost phenomenal success, and, because of this, other steam roads were projected and built in New York and other states. In 1843 the first State Street Station was destroyed by fire. A new one was built, which was supplanted by the present modern stone Central Station about 1910.

The first time table of the present New York Central Lines was that of the Mohawk & Hudson Railroad, which read as follows:

MOHAWK & HUDSON RAILROAD.

The following arrangements will be observed on the Railroad until further notice:

Carriages will leave the head of the incline plane, ¾ of a mile from the city of Schenectady, at the following times: ½ past 4 in the morn; 10 o'clock A. M.; 12 o'clock noon; 2 o'clock P. M.; 4 o'clock P. M.

To leave Albany, at the head of Lydius Street, two miles from the Hudson river, at the following times: ½ past 6 o'clock A. M.; 10 o'clock A. M.; ½ past 4 o'clock P. M.

The locomotive Engine "DeWitt Clinton", will depart in the following order:

Leave head of plane at Schenectady at 8 o'clock A. M., and 2 P. M. Head of Lydius street, Albany, at 10 o'clock A. M., and ¼ past 4 P. M.

Passengers taking the Carriages at Schenectady at ½ past 4 in the morning, will arrive at Albany in season for the 7 o'clock morning Steamboats. Those leaving at 12 o'clock, in ample season for the afternoon Steamboats. Also, those taking the Locomotive at 2 P. M. will arrive at Albany in season for the 4 o'clock Boats.

Passages may be secured at the office of Messrs. Thorp's & Sprague's, in Albany and Schenectady. Price, including stage fare, 75c.

JOHN T. CLARK,
Agent of the H. & M. Railroad Co.

N. B. Passengers who desire it, will be accommodated at each end of the Railway with tickets at 50 cents. Transportation at the ends of the Railroad will be furnished by Messrs. Thorp and Sprague.

The engineer of the DeWitt Clinton, as will be seen by the illustration, did not enjoy the comforts of an enclosed and cushioned cab, as his successors do today on the New York Cen-

tral. The first Central Railroad engineer sat or stood out in the open, at the rear of the little engine, without protection from either the heat or the cold.

A new and greatly improved model of railroad car was soon devised and made in Schenectady, which superseded the first coaches, which were nothing more than ordinary stages placed on rails. This fact gives us the name "railroad coach", in use today. Such is the influence of little beginnings on the great matters into which they sometimes develop. The new car was called the "Gothic car", and it was considerably larger and more comfortable than the stage coaches of the DeWitt Clinton train.

Utica & Schenectady Railroad, 1836.

Says Beers' History of 1878: "It was not to be supposed that Schenectady would long remain the terminus of a road pointing up the Mohawk Valley toward the growing west. Enterprising men soon resolved on its extension among the thriving villages created by the tide of westward emigration, and in 1833, a charter was granted for the construction of the Utica and Schenectady Railroad. The original capital of the company, $2,000,000, more than sufficed for the building and equipment of the road, and the enterprise proved conspicuously successful. [It usurped the north shore Mohawk turnpike in places, which, in those sections, had to be reconstructed farther away from the river.] The first board of directors consisted of Erastus Corning, John Townsend, Lewis Benedict, James Porter, Alonzo C. Page, Tobias A. Stoutenburgh, Nathaniel S. Benton, Nicholas Deveraux, Henry Seymour, Alfred Munson, James Hooker, John Mason and Churchill C. Cambreling. Erastus Corning was first president; James Porter, secretary; William C. Young, chief engineer, and on the completion of the road, superintendent; Gideon Davidson, commissioner. One of the provisions of the charter was that each county through which the road passed must be represented by one or more of its citizens on the board of directors.

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The charter also fixed the maximum fare at four cents a A. Stoutenburgh was chosen from Montgomery county. The original charter also fixed the maximum fare at four cents a mile, and required the company to sell out to the state after ten and within fifteen years if the state desired to purchase.

"The work of construction went on with rapidity, and, on the 1st of August, 1836, the road was opened for the conveyance of passengers. That August day was an event in the valley, both in itself and in its foreshadowings. The long excursion train was

packed with delighted passengers, and each station furnished yet other crowds seeking places in the overflowing cars. The train made slow progress, but eager and curious eyes watched the iron monster that puffed its murky breath and hissed through its brazen throat.

Birth of Central Freight Traffic, 1836.

"At this time the idea of carrying freight was not entertained. The charter forbade it, consequently no preparations for the transmission of merchandise had been made by the company. The desire of the superintendent seemed to be to confine the business of the road to the carrying of passengers. The occasion for handling freight, however, of course, arose on the closing of the canal in 1836. On the very day that frost stopped navigation in that year, a German family, wishing to convey their effects from Palatine Bridge to Schenectady, were permitted to ship them on a car, and this, it may be said, was the beginning of the way freight business of the Central railroad. The conductor in this case, having no tariff of rates to guide him, made the rather exorbitant charge of $14. The legislature, in 1837, authorized the company to carry freight and subsequently made the regulation, allowing passengers to have a specified amount of baggage carried free of charge. The first freight cars were called 'stage wagons'." [The modern T rail was invented by Col. Robert Stevens of New Jersey, in 1830. Steel rails were first used in 1857 in England. The first iron rails were but three feet long.]

"Improvements were made in track and rolling stock at an early day somewhat on the style of passenger coaches on English roads. In 1831 the first American style passenger coach (with doors at each end) was used, and this style soon supplanted the English type in North America.

"At first no time tables governed the running of the trains. One would leave Utica at a specified hour, each week-day morning, and get to Schenectady when it could, returning on the same plan. For a long time, after the completion of the road, there were few station agents, and freight conductors had to hunt up patrons at each stopping place, where merchandise was to be left, and collect the charges. Freight trains ran about eight miles an hour, passenger trains about 20 or less. Time and experience gradually brought order and exactness into every department of the business on this line and it enjoyed unexampled prosperity."

In 1836 the Mohawk & Hudson Railroad, from Albany to Schenectady, covered fifteen of the 100 miles of railroad then in

operation in this state. A contemporary writes, in 1836, of it and its extension (the Utica & Schenectady road then nearly completed), as follows: "This road, the importance of which entitles it to a conspicuous station among the many improvements of the age, is designed to form no inconsiderable link in the extensive chain of communication between the western world and the tide waters of the Hudson. Passing through a country famed for its fertility of soil and its exuberance of agricultural productions, the route can scarcely fail of presenting some features to the contemplation of the most fastidious traveler. With the Mohawk River almost constantly in view, as it majestically sweeps onward in its course, confined on either side by a succession of lofty and precipitous hills, the eye of the amateur may frequently discern landscapes comprising almost every variety of picturesque and scenic beauty."

Utica & Syracuse Railroad, 1839—Completion of the Central Mohawk Division.

The building of the Utica & Schenectady Railroad in 1836 formed the main link in the later and present Mohawk Division of the New York Central Railroad. The Utica & Schenectady Railroad constituted eighty miles of the present 148 miles of the Mohawk Division, from Albany to Syracuse. The Mohawk & Hudson Railroad of 1831 was the first link, the Utica & Schenectady Railroad of 1836 was the second link, and the Utica & Syracuse Railroad of 1839 was the third and final link in the construction of the Mohawk Division of the New York Central Railroad, and was thus the parent division of all the New York Central Lines.

Utica citizens subscribed to $4,300,000 of the stock of the Utica & Schenectady Railroad, which was opened August 1, 1836, and extended to Syracuse in 1839.

New York Central Railroad, 1853.

Washington Frothingham, in Beers' (1878) "History of Montgomery and Fulton Counties", says:

"In the spring of 1853, the legislature passed an act for the consolidation of roads, then in operation (and some only projected) between Albany and Buffalo, to form the New York Central. This was effected a few weeks later. The new company had a capital of $23,085,600. The Utica and Schenectady was, of course, one of the roads absorbed by it. One of the original directors, who remained as such up to the time of the consolida-

tion, states that, at that time, 'the stock capital of the company was $4,500,000, on which the shareholders received 50 per cent premium in six per cent bonds of the consolidated company, equal at par to $2,475,000; and how much of the two-and-a-half millions increase was made up by extra dividends in the old company, and how much of the surplus has been and will be paid by the trustees to the shareholders of the company, I need not name to make good the assertion that the Utica and Schenectady Company has turned out the most successful of modern railway enterprises.' The growth of business on this road is evidenced by the fact that its second track was laid before it became part of the New York Central.

New York Central and Hudson River Railroad, 1869.

"The ambition of each railway magnate, as the actual and prospective greatness of the West became apparent, was the control of a through line from the seaboard which could make sure of its share of the transportation for the great grain regions and populous cities so rapidly developing. Cornelius Vanderbilt's first step in this direction was the consolidation for 500 years of the Hudson River Railroad with the New York Central, which took place under an act passed by the legislature in May, 1869, the line taking the name of the New York Central and Hudson River Railroad. The immense business of the transportation of freight commanded by this road required that its freight trains should have tracks to themselves, and made it at once necessary and profitable to double the already large capacity of the line from Buffalo to Albany, where much of its traffic was diverted toward New England. This was accomplished by the construction of third and fourth tracks between those cities, which were completed in the autumn of 1874.

"The almost incalculable advantages to be derived from railroad facilities are offered at their best to the inhabitants of the Mohawk Valley. The creation of points of sale and shipment for agricultural products increases the value of farm property, and the Mohawk Valley everywhere shows in its rich, well cultivated farms and fine buildings, the benefits of home markets and the highest facilities for transportation. The villages, which by the Central Railroad are placed within an hour and a half of Albany and six or seven of New York, are far more nearly equal to those cities in their advantages as homes than they could be without it, while possessing their own class of attractions and thus are assured of a solid growth and development. To arrest

or seriously delay the conveyance of what now comes and goes so promptly by mail and express would be to take away much of what constitutes civilization, and remand the community thus afflicted to comparative barbarism."

In 1858 sleeping cars (the invention of Webster Wagner of Palatine Bridge) began running over the New York Central Railroad, which then ran from Albany to Buffalo. In 1867 Mr. Wagner put his first palace or drawing room car on the New York Central Railroad.

West Shore Railroad, 1883.

In 1883 the West Shore Railroad was constructed, running from New York to Buffalo along the south shore of the Mohawk River. This road ran through many Valley towns to their great disadvantage, as in the case of Canajoharie. The line through Little Falls on the south shore required a great deal of rock cutting. The first car shops were established at Frankfort and later removed to Depew, near Buffalo. At first this road added greatly to the passenger facilities of the south shore Valley towns. Competition for passenger and freight transportation became very keen between the Central and West Shore, at one time (about 1885) a passenger fare price cutting war brought the fare on both roads down to the rate of one cent per mile. The West Shore became involved in financial difficulties and was absorbed by the Central in 1886. It now forms an important Central freight line. Both the Central and West Shore, from Albany to Syracuse, are operated as one line—the Mohawk Division.

The New York Central Lines, 1914.

On December 23, 1914, the N. Y. C. & H. R. R. R., including its West Shore line, consolidated with the Michigan Central R. R., Pittsburgh & Lake Erie R. R., Cleveland, Cincinnati, Chicago & St. Louis R. R., Lake Erie & Western R. R., Toledo & Ohio Central R. R., all under the name of the New York Central Lines.

Chapter 100, "The New York Central Railroad and the New York Central Lines," covers modern history of "America's Greatest Railroad," the "Water Level Route," through the Mohawk Valley—Gateway to the West, together with all its immense developments of recent years.

1831-1914. New York Central Lines Chronology.

In 1847 the name of the Mohawk & Hudson Railroad was

changed to the Albany & Schenectady Railroad and the tracks were relocated on their present situation. In 1853 the various railroads, making a through line from Albany to Buffalo, were consolidated under the name of the New York Central Railroad, this being the first railroad merger in the United States.

In 1869 the New York Central Railroad and the Hudson River Railroad consolidated under the name of the New York Central & Hudson River Railroad. Following this period two tracks were added to the road from Albany to Buffalo, making the N. Y. C. & H. R. R. a four-track railroad, one of the first in the world.

The dates of completion of the various links of the New York Central & Hudson River Railroad of 1869 follow:

Mohawk & Hudson (Albany to Schenectady), 1831.

Utica & Schenectady, 1836.

Rochester & Tonawanda, 1837.

Auburn & Syracuse, 1838.

Utica & Syracuse, 1839.

Rochester & Auburn, 1841.

Hudson River Railroad (New York to Greenbush, now Rensselaer, opposite Albany), 1851.

Railroad bridge, Greenbush to Albany, 1856;

New York Central & Hudson River Railroad (New York to Buffalo), 1869.

West Shore Railroad absolved, 1886.

New York Central Lines consolidation, 1914.

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One of the leading railroad men of the mid-nineteenth century was Webster Wagner of Palatine Bridge, whose name is closely associated with the early development of sleeping and drawing room railroad coaches. He was a member of the Palatine Wagner family which located about 1720 in Palatine Township, on the Fort Wagner farm (1925), about two miles west of Fort Plain. Webster Wagner was born in 1817 at Palatine Bridge, where he became ticket and freight agent on the Schenectady & Utica Railroad in 1843. He later handled grain and farm produce, and while in this business he conceived the idea of building sleeping cars. A company was formed and four cars were built at a cost of $3,200 each. Berths were provided for the sleepers, each having a pair of cheap blankets and a pillow. These cars began running on the New York Central September 1, 1858, during the presidency of Erastus Corning. Trouble with the ventilation of the cars hampered the success of the project at first. The ven-

WEBSTER WAGNER HOME

On Grand street (the Mohawk Turnpike) Palatine Bridge. Wagner was the inventor of sleeping and palace cars and railroad car elevated roof ventilators.

tilators, being opposite to the sleepers, made it dangerous to leave them open at night, while with them closed the air was suffocating. To obviate this trouble, in 1859, Mr. Wagner invented the elevated car roof, placing ventilators in the elevation, which proved successful and greatly improved the air in the coaches. This improvement was shortly after generally adopted for all types of passenger railroad cars. During the Civil war these sleeping coaches cost to produce from $18,000 to $24,000 each. In 1867 Wagner invented and put in operation his first drawing room or palace car, the first ever seen in America, which at once became so popular as to secure him a fortune. Wagner palace and sleeping cars came into general use. Pullman introduced a similar type into Europe, and about 1890 the Wagner and Pullman companies were consolidated under the name of the Pullman Company. In 1871 Webster Wagner was elected to the Assembly and to the State Senate in 1872, 1874, 1876, 1878. He met a tragic death in a terrible railroad accident on the Central road at Spuyten Duyvil in 1882, when he was burned to death in one of his own drawing room cars. Mr. Wagner's full name was John Webster Wagner, he being named after his mother's physician, Dr. John Webster, according to Mason's History.

The present chair, buffet, sleeping, combination, dining, and observation coaches of steel construction are all later developments of the original sleeping car first put in operation by Webster Wagner on the New York Central Railroad in 1858. The first rude sleeping coach was run on the Cumberland Valley Railroad (Pennsylvania) in 1836.

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The success of the first crude little New York Central line which ran into Schenectady stimulated the building of other lines in the Mohawk Valley. Indeed the Mohawk Valley was the early center of railroad construction and development in the State of New York. The lines which began to reach westward from Albany, with their northward and southward ramifications, formed the beginning of the New York Central Lines and of the other railroad systems which now traverse our Valley. The second Mohawk Valley Railroad enterprise was the Saratoga & Schenectady Railroad, begun in 1831, the year of the opening of the Mohawk & Hudson. This railroad company was organized on the 16th of February, 1831, and the work of construction was begun that spring. In 1832 it was completed and put in operation. The Schenectady terminus of this road was at the corner of State, Water and what later became known as Railroad Street.

Here was the railroad station, from which it ran in a cut or subway under State Street north, passing also under Union Street, at or near the present Historical Society Building, and thence through and under Front Street, and so on to the Mohawk bridge, where it crossed the river on a track constructed for that purpose. For a time the cars through this underground section were drawn by horses. The engine house was a small brick building, located in Scotia, on the north side of the Mohawk River. At this point the steam engine was attached to the cars, and the train, drawn by its locomotive, then proceeded under steam to Saratoga. This line became part of the Delaware & Hudson Railroad system in 1877.

In 1843 the railroad running from Troy to Schenectady was completed and, at that early day of railroading, Schenectady was probably one of America's main railroad centers, with three railroads running out of the city. The Troy road is now a branch of the New York Central.

The Rome, Watertown & Ogdensburg Railroad was commenced in 1848 and extended to Watertown in 1852. Competition of the Utica & Black River Railroad affected the two lines to the detriment of each one, with the consequence that they both became financially embarrassed. In 1886 the Rome, Watertown & Ogdensburg road leased the Black River line, and later both roads were leased by the New York Central, of which they now form divisions. They connect the Mohawk Valley with northern New York, the Thousand Islands and the St. Lawrence River. The original Rome, Watertown & Ogdensburg system ran from Niagara Falls, along the south shore of Lake Ontario, to Charlotte, Oswego, Pulaski, Richland (where it met the original line from Rome), to Watertown, Potsdam and Massena Springs. This is now the Ontario and St. Lawrence Divisions of the New York Central.

The Utica & Black River Railroad was opened from Utica to Boonville in 1854, and subsequently extended to Carthage. This is now a New York Central line.

In 1866 the Athens to Schenectady Railroad was built, which later became part of the West Shore Railroad in 1883.

In 1868 the Schoharie & Middleburg Railroad was built. It connects with the D. & H. at Schoharie Junction.

In 1862 John Butterfield and other business men of Utica organized a railroad company, known as the Utica, Clinton & Binghamton Company, the object being to construct a horse or steam railroad to connect Clinton with New Hartford, Utica and

Whitesboro. In 1863 the road was built within the City of Utica and as far as New Hartford. From New Hartford to Clinton a dummy engine was used to draw the cars back and forth. In 1867 the road was extended to Smith's Valley. In 1870 a steam road was built from Utica to New Hartford, but not on the line of the street railroad, as the street railroad had passed up Genesee Street, the principal resident street in Utica, and the steam road was built upon the westerly outskirts of the city. This line of railroad was first leased to the New York, Ontario & Western Railroad Company and afterwards to the Delaware & Hudson Canal Company. As soon as electricity became a practical means of propelling street cars, the system in Utica was changed and electricity was used to propel all of the street cars over this line of railroad, both through the city and to the suburban villages.

In 1870 the Fonda, Johnstown & Gloversville Railroad was built, and in 1876 it was extended to Northville, on the Sacandaga. In 1922 this road adopted gasoline as its motive power, being one of the first roads to use this motive power. This road played a very great part in the development of the Johnstown-Gloversville section. It passes through Mayfield to Northville, on the Sacandaga River. Both of these Fulton County villages lie on the proposed artificial Sacandaga Lake, which will be the largest in the Adirondacks, running some thirty-five miles from Conklingville, the site of the dam, to Northville. This great lake promises to be one of the most important summer and winter resorts in America. As the F., J. & G. R. R. reaches it (with connection with the Central at Fonda), this road will, in this regard, find a considerable field of development.

The Utica, Chenango & Susquehanna Valley Railroad Company was organized in 1866, by Lewis Lawrence and other Utica capitalists. The object was to build a line of railroads southerly from Utica, into the Chenango Valley. This road was completed in 1870, and was leased to the Delaware, Lackawanna & Western Railroad Company, which has ever since controlled it. This line is the principal coal road supplying the Utica district.

The Rome & Clinton Railroad Company, the line of which extends from Rome to Clinton, was constructed in 1871. It was intended as a coal road and, soon after its completion, was leased to the Delaware & Hudson Canal Company, and has ever since been controlled by that organization.

In 1869 the Schenectady & Duanesburgh Railroad was started, and completed in 1873. This branch runs south to Quaker Street and there connects with the Albany & Susquehanna, which

is now the Delaware & Hudson. This road runs southwestwardly into the Susquehanna Valley, connecting with Schoharie Junction, Cobleskill, Oneonta and Binghamton, with branches to Sharon Springs and Cherry Valley and to Cooperstown.

In 1881 the Herkimer and Poland Narrow Gauge Railroad was constructed, running north from Herkimer up the valley of the West Canada or Kuyahoora River. It made communication easy with its adjacent districts and had a considerable part in the development of the city of Herkimer. It was subsequently made standard gauge and extended to Remsen and northward, with the name of the Mohawk & Malone Railroad. Soon after this it was leased by the New York Central & Hudson River Railroad. As the Central also had control of the Utica & Black River line, it changed the system of running trains over the Mohawk & Malone Railroad, routing its trains for the Adirondacks northward from Utica, instead of Herkimer. This line, from Utica northward, now forms the Adirondack Division of the New York Central Railroad, running through Malone to Montreal, traversing the westerly Adirondacks and reaching all summer resorts and points of interest in that region and the north central Adirondack section. It has a branch or division running to Ottawa, diverging at Tupper Lake Junction. Connection is made with Saranac Lake and Lake Placid at Lake Clear Junction.

In 1886, the Utica Belt Line Company was organized to merge all the street railroads of Utica into one system. Electricity was substituted for horse power and the city lines were extended and developed. The lines were extended to Summit Park and Oriskany, in 1897, and the Bleecker Street Railroad was acquired. The Oneida Railroad Company procured rights in the streets of Utica. The New York State Railways Company acquired control of all Utica lines and extended its system west to Rome and east to Little Falls, thus giving it an electric railroad running along the Upper Mohawk Valley for a distance of 37 miles. The West Shore tracks from the old West Shore station in Utica to Syracuse were electrified and an express and electric service inaugurated between Utica and Syracuse and the towns lying between them. The New York State Railways Company is a subsidiary organization of the New York Central Lines.

The Schenectady Railways Company was organized in 1891, when it purchased the franchise of the Schenectady Street Railway Company, which was organized in 1886 and which opened its first line in 1887. This original line of the present great valley electric road ran from the Mohawk bridge, in Schenectady, to the

Brandywine, a distance of two miles. Its original equipment consisted of thirty horses, five cars, and four sleighs. The Schenectady Railways Company, in 1925, had an extensive electric railroad system running north from Schenectady to Ballston Spa, Saratoga Springs and Glens Falls; east to Albany, and west to Amsterdam, Tribes Hill, Johnstown and Gloversville, with a branch from Johnstown to Fonda. The Johnstown-Gloversville section of this route had its development in a horse car line connecting the two cities in 1874. Fonda and Fultonville had a connecting horse car line, in use up to about 1890.

The Little Falls and Dolgeville Railroad was built in 1893, running northeast eight miles from Little Falls to Dolgeville, with its terminal at Salisbury Center, three miles from Dolgeville and eleven miles from Little Falls. This road was originally built largely through the enterprise of Alfred Dolge, founder of Dolgeville. It is now a branch of the New York Central. The road bore a great part in the development of the Dolgeville section.

In 1895 the electric trolley railroad, from Rome, Utica through Frankfort, Ilion, Mohawk and Herkimer to Little Falls, was completed. In 1870 a horse car line was built from Ilion to Mohawk, which was extended to Herkimer in 1871 and to Frankfort in 1872, this line now being part of the New York Railways Company, which operates the Rome-Little Falls Line, and, among others, the express and local electric road service from Utica to Syracuse, following the lines of the West Shore Railroad tracks. The electric road systems of the Mohawk Valley formed, in 1925, lines along the Mohawk River, for a distance of 58 miles—Schenectady to Tribes Hill, 21 miles; Little Falls to Rome, 37 miles.

Oct. 1, 1902, an electric line was opened southward from Herkimer to Oneonta, which is now known as the Mohawk and Oneonta Railroad. It runs from Herkimer, through Mohawk, Henderson, Jordanville, Richfield Springs, along Canadarago Lake (Schuyler Lake), to Index (with branch to Cooperstown and Otsego Lake), to Oneonta.

CHAPTER 88.

HISTORY OF THE MOHAWK VALLEY FROM 1825 TO 1865.

RECORD OF VALLEY EVENTS FROM THE OPENING OF THE ERIE CANAL TO THE END OF THE CIVIL WAR—TOWN BUILDING AND MANUFACTURING IN THE MOHAWK VALLEY STIMULATED BY THE ERIE CANAL—REFORM MOVEMENTS OF THE PERIOD, ABOLITION, WOMEN'S SUFFRAGE, AND EQUAL RIGHTS, TEMPERANCE—ELIZABETH CADY STANTON OF JOHNSTOWN, PIONEER AMERICA.. SUFFRAGIST, JOINED BY SUSAN B. ANTHONY, A SCHOOL-TEACHER OF CANAJOHARIE, IN 1850—1831, BUILDING OF THE MOHAWK AND HUDSON RAILROAD—1836, UTICA AND SCHENECTADY RAILROAD—END OF TURNPIKE TRAFFIC— BOUCK AND SEYMOUR, NEW YORK STATE GOVERNORS, FROM THE MOHAWK VALLEY—1861-1865, THE MOHAWK VALLEY IN THE CIVIL WAR.

The construction of the Erie canal, during the period from 1817 to 1825, greatly boomed all the Mohawk Valley canal towns. This was the great period of town building in the Mohawk Valley, greater by contrast than any time since then. This great town development period continued up until the beginning of the Civil War. Of course it has continued ever since and is still continuing but the actual making of the chief elements of the towns of the Mohawk Valley lies within the years from 1817 to 1860.

As previously stated, the construction of the Erie Canal marked the beginning of a general period of town building in the Mohawk Valley, as well as along its entire route, from Albany to Buffalo. Before Erie Canal construction work started in 1817, there were but six towns of any size along the Mohawk River from its outlet into the Hudson to Rome, 115 miles by canal westward. These six towns were Waterford, at the mouth of the Mohawk, Schenectady, Johnstown, Herkimer, Utica, Whitesboro, and Rome. There were other towns and hamlets as follows: Niskayuna, a hamlet; Amsterdam, a small but growing village; Tribes Hill, a little village; Amsterdam, Caughnawaga (Fonda), Fultonville, Canajoharie, Fort Plain, St. Johnsville, little villages; Little Falls, a small, lively, growing village; Mohawk and Frankfort, little villages; Ilion and Oriskany, hamlets. Besides the foregoing Schenectady and Utica were cities, small in comparison with these cities today, but nevertheless city centers to the Mohawk Valley people of 1817, when the Erie was begun, and

1825, when it was completed. In 1825, Schenectady had about 4,000 people and Utica about 3,500. Conditions surrounding these towns were still very primitive and very much those which had existed since their foundation. The time during and following the construction of the Erie Canal witnessed the beginning of the development of our Valley towns, from the crude frontier centers of Colonial days into the modern, comfortable, efficient, civilized communities of the present day.

It is difficult for us to realize the enormous amount of human energy that has gone into the building of even our smallest villages. First came the wooden sidewalk, replacing the muddy footpaths, then pounded (not crushed) stone was used on the miry dirt streets, where wagons frequently sank to their hubs in mudholes. This stone treatment was ineffective as the town streets seemed as miry the year following the stone application as they did before. Some towns did some paving with cobblestones. The water question also became important in some cases. Little Falls put in an archaic water system of logs with holes bored through the center and fitted together and laid underground. At certain street corners, stood penstocks with spigots where the housewife could go for a pail of water. They continued to stand until about 1880.

Later in this period the city and village streets were "illuminated" with oil lamps. Then came the general use of gas in cities and incorporated villages. It was in the middle of the next period —that from the end of the Civil War to the year 1900—that electric lighting for towns began to be introduced along the Mohawk. There was practically no general adoption of civic systems of water supply and sewage until this latter period, and no paving except in Utica and Schenectady. All these developments were generally made so gradually that the people of this day do not realize the enormous amount of human labor and the cost in money which has gone into the making of our Valley cities and towns—entirely aside from the much greater cost of construction of houses, schools, church, business and industrial structures and transportation systems of our Valley.

The development of transportation moved rapidly in the Mohawk Valley, following the construction of the Erie Canal. In the next year after its completion, 1826, a charter was granted to the Mohawk and Hudson Railroad with Stephen Van Rensselaer of Albany, as president and George W. Featherstonaugh of Schenectady County, as vice-president, the latter being the promoter of the railroad.

GOVERNOR ENOS T. THROOP

Governor Throop (1830-1832) was born at Johnstown and was one of the State's most progressive executives. He was instrumental in securing the abolition of the death penalty for any crime but murder. This full-length painting by Robert W. Weir, N. A., hangs in the Governor's Room of the New York City Hall.

In 1827 an act was passed by the New York Legislature, setting free the slaves of the State. The number of slaves had been decreasing for some time. Those that were freed generally remained with their former masters, who generally gave them kindly treatment and with whom their position was largely that of servants rather than slaves. For some reason the old colored slave stock in the Mohawk Valley has largely died out.

In 1827, the village of Vernon, Oneida County, was incorporated.

In 1829 Canajoharie was incorporated as a village. It with the other Valley canal towns experienced a rapid growth in the decade following the completion of the Erie Canal. All the Mohawk River towns, with the exception of Herkimer, Fonda and St. Johnsville may be considered as canal towns. Amsterdam and Little Falls were mainly located on the north shore of the Mohawk but the distance to the canal was very short. Port Jackson grew up on the south shore along the Erie Canal at Amsterdam and was subsequently incorporated in the city. In 1829 the first bridge across the Mohawk, on the present site, was erected at Fort Plain.

In 1830, Harry Burrell of Salisbury, Herkimer County, made the first shipment of American cheese to England, the amount being 10,000 pounds. From this time onward, Little Falls rapidly grew to be the chief cheese market in the United States, a position it held up to about 1900, when Utica supplanted it, and when the Mohawk Valley farmers turned to selling their raw milk to milk distributing companies instead of sending it to the numerous cheese factories.

At the period of 1830, however, most of the Valley cheese was made on the farms. "Herkimer County cheese" soon began to have a national reputation.

Johnstown was the birthplace of Enos T. Throop (1784-1875.) Here he studied law and began its practice. He later removed to the Auburn neighborhood where he was a resident at the time of his election as governor, serving in 1831 and 1832. He was one of the Empire State's most progressive executives. He was instrumental in abolishing imprisonment for debt and in making the death penalty a punishment for murder only, New York State being the pioneer in this as in many other reforms.

In 1831, Eliphalet Remington, Jr., opened his factory at Ilion for the manufacture of guns and other iron and steel articles. In 1816, the Remingtons lived at Crane's Corners. Then they moved into the Ilion Gulph at a point about three miles south of

Ilion where Eliphalet, Sr., and Eliphalet, Jr., conducted a forge and rifle factory until the removal to present Ilion.

The knit goods industry of America had its birth in the Mohawk Valley at Cohoes in 1831. In that year Timothy Bailey and Egbert Egberts invented a power knitting machine, all previous ones having been operated by hand. This was the beginning of this important industry of which Cohoes soon became a busy center. Manufacture was begun there in 1832.

In 1831 the Mohawk and Hudson Railroad was opened, running from Albany to Schenectady. This was the first steam link of the New York Central Railroad. The formal opening of the road was on August 13, 1831. A grand excursion was run September 24, 1831, when a great celebration was held at Schenectady. The original DeWitt Clinton train, which made this famous and historic trip, is now on exhibition on the balcony of the Grand Concourse in the Grand Central Terminal, New York City. It is illustrated in the chapter on the Mohawk and Hudson Railroad.

In 1832 Utica was made a city in a year when the country suffered from a cholera epidemic, which afflicted Utica as well as the rest of the Mohawk Valley. In the same year (1832) Fort Plain was incorporated as a village.

The Herkimer Manufacturing and Hydraulic Co., of Herkimer was organized in 1833. The object of the company was to dam the West Canada Creek for the production of water power. This dam was erected, producing picturesque Mirror Lake on the northern limits of the town.

In 1833, the Schenectady and Saratoga Railroad was constructed, the second to be built in the State of New York.

In 1834, Camden, Oneida County, was incorporated as a village.

Work on the enlargement of the Erie Canal was started in 1835.

1836 marked the opening of the Utica and Schenectady Railroad. Again the celebrated DeWitt Clinton train carried a cheering holiday-making crowd on the first trip which was made on August 1st, 1836. Great crowds of people turned out at all the Valley towns, between Schenectady and Utica, and greeted the first railroad train with great enthusiasm. Another important link had been added to the growing railroad system of New York State and another important step forward had been taken in the Mohawk Valley—Gateway to the West.

Freight traffic over the present New York Central—"Amer-

ica's Greatest Railroad," had its beginning at Palatine Bridge in 1836. A family wished to move its household goods from that station to Schenectady. The railroad had been chartered to carry only passengers but the conductor accepted the baggage or freight, charging $14, a big sum for those days. The New York State Legislature, in 1837, authorized the railroad to carry freight and later passed a law allowing passengers to have a certain amount of personal baggage carried free. See Chapter 87 on early railroad building in the Mohawk Valley.

In 1836, the Chenango Canal was built running south from Utica to Binghamton. It was a considerable carrier of coal in its day. It is now abandoned.

In 1836 the county seat of Montgomery County was changed from Johnstown to Fonda. The increase of population along the Mohawk River, coincidental with the building of the Erie Canal and the Utica and Schenectady Railroad had made a strong demand for this change which was bitterly opposed by Johnstown village and township. The change was carried at an election and the State Legislature thereupon authorized it. Johnstown had been the county seat for 64 years, since the setting up of Tryon County in 1772.

On October 19, 1836, a monument was unveiled in the Stone Arabia Reformed Church to the memory of Colonel John Brown, who was slain at the battle of Stone Arabia just 56 years before. The impressive ceremonies were attended by a number of aged Revolutionary veterans who had fought with their gallant commander on that bloody field.

In 1836 the manufacture of cotton cloth began at Cohoes and that of ready made clothing at Utica.

1838 marked the separation of the County of Fulton from Montgomery and setting up of Johnstown as the county seat of Fulton. This was the last boundary change in the six Mohawk Valley counties, except that Hamilton County was later separated from Fulton.

In 1839 the Utica and Syracuse Railroad was built. This completed the railroad line between Albany and Syracuse, the present Mohawk Division which was the first division of the present New York Central Railroad to be thus finished along its present route.

In 1840 Elizabeth Cady of Johnstown, was married to Henry B. Stanton, a prominent abolitionist lecturer. The abolition movement had gained a very considerable headway at this time, having been agitated in the Mohawk Valley for a period of ten years or more prior to 1840. Elizabeth Cady was the daughter

WILLIAM C. BOUCK

Governor of New York, 1843-45. He was born in Fulton, Schoharie County, in 1786. He was a Lawyer, Assemblyman, Senator, Colonel 18th N. Y. Infantry, prominent in Erie Canal work, Canal Commissioner, elected Governor in 1842, member of Constitutional Convention 1846, Treasurer of New York Customs 1846-49, and died in 1859. From the portrait in the Governor's Room, New York City Hall.

of Judge Daniel Cady, who occupied an eminent position among Valley jurists. In this stern and reactionary parental atmosphere Elizabeth Cady, naturally a rebel, developed the most advanced ideas on the equal political and civil rights of women. Practically all of her later political program was developed in the first 25 years of her life spent in Johnstown prior to her marriage in 1840. Elizabeth Cady is one of the most brilliant and forceful women in the history of the world.

She was the first active figure in the beginnings of the women's suffrage movement and largely its originator in a practical political form. Elizabeth Cady Stanton became interested in anti-slavery and in women's rights. She had a hearing before the New York Legislature in 1844 on the married women's property bill. Mr. and Mrs. Stanton settled in Seneca Falls, New York, in 1847, and here Mrs. Stanton and Lucretia Mott signed a call for the first women's rights convention which met in Mrs. Stanton's home in 1848, and which was the subject of an enormous amount of ridicule. In 1854 Mrs. Stanton addressed the New York Legislature on the right of suffrage and in 1860 on the right for divorce for drunkenness. In 1865 Mrs. Stanton ran for Congress in New York City and received about 20 votes. Elizabeth Cady Stanton's brave work for the political advancement of women and of legal reform for their benefit makes her one of the great progressive figures of American.

Mrs. Stanton, Lucretia Mott and Susan B. Anthony are the founders of the suffragist movement in America, but Mrs. Stanton is the pioneer suffragist of the world because, at the Seneca Falls meeting of 1848, she introduced a resolution calling on the women of America to demand the right of suffrage.

Elizabeth Cady was the progenitor of the cause of women's suffrage for she got her inspiration from her brave soul alone and the idea grew with her from a child. Her weapons were her keen mind and ready wit—for she was one of the world's most brilliant women. As a child in Johnstown, she developed her practical theories and freely argued them, even with her noted father. So that Johnstown truly may be called the birthplace of women's suffrage. In her memoirs, "Eighty Years and More," Elizabeth Cady Stanton gives a very interesting picture of Johnstown and the Mohawk Valley from her birth in 1815 until she married and left Johnstown in 1840.

Elizabeth Cady was closely associated with her cousin, Gerritt Smith, the famous abolitionist. As a charming young woman she took an active part in the life, ideals and work of the famous cir-

cle of reformers which met in the Smith mansion in Peterboro, south of Canastota, where many of the progressive movements of the day were inaugurated or forwarded. Gerritt Smith was a friend and supporter of John Brown of Harper's Ferry, whose "soul goes marching on." Among the many brilliant minds gathered at Peterboro, who were considered dangerous radicals in their day, none was more daring or advanced than Elizabeth Cady was on her pet subject of women's suffrage. Not alone was her fine mind and trenchant pen occupied with the cause of the rights of women—she was ever an undaunted champion of all right and all truth. She stood for human rights the world over—abolition of slavery, abolition of war, free speech, religious liberty, child welfare, political, industrial and social rights for all mankind. She was also a strong advocate of the cause of temperance. But Elizabeth Cady felt that all these causes were best served by giving women the vote. Opposition meant nothing to her and, when she and her fellow abolitionists were being hooted, hissed, insulted and abused in the streets and halls of the towns of New York State, this handsome, intellectual gentlewoman only fought the harder for the cause her brave soul knew would eventually triumph.

Surely the seeds of liberty must grow wild along the Mohawk for, not only did women's suffrage first take root here in Johnstown, but the next greatest suffragist, Susan Anthony, in 1850, went from the halls of her academy at Canajoharie, to join Elizabeth Cady Stanton in their mutual and eventually successful lifelong battle for the political rights of women, the world over. No other section of America has had such a potent part in forwarding this world cause as Johnstown and the Mohawk Valley.

Johnstown has had two great citizens who are Citizens of the World as well—Johnstonians whose lives have had a tremendous influence in the shaping of world history—Elizabeth Cady and William Johnson. Of the two, the life of the woman, Elizabeth, has had the greater influence in guiding the onward march of humanity.

Mrs. Stanton died in New York City in 1902, aged 87, when several states had already adopted full suffrage for women.

Women voted in the thirteen original states from 1620 until 1778, when New York abolished it, followed by other states, New Jersey being the last in 1848, the year Mrs. Stanton made her call for liberty—full women's suffrage.

See Elizabeth Cady Stanton's "Eighty Years and More," "History of Women's Suffrage," "The Woman's Bible," etc.

In 1840 (later General) Abner Doubleday invented the great game of baseball at Cooperstown. This was not in the Mohawk Valley. Doubleday lived in Ballston Springs and traveled back and forth to Green's School in Cooperstown, where the game was first played. This truly great man traveled from Fort Plain to Cooperstown by stage over the Otsquago Trail.

1840 marked the beginning of the great Amsterdam rug and carpet industry when the first carpet factory was established at Hagaman by Wait, Greene & Co.

In 1840 George Westinghouse, Senior, perfected the threshing machine at his factory at Central Bridge, Schoharie County, where he had been working on the invention for over ten years.

The chapter on the Mohawk Valley in 1840 gives a very clear and comprehensive picture of our Valley at that period—which was nearly two centuries after the first permanent settlement of white men in the Valley—at Scotia in 1658 and at Schenectady in 1661-2.

In 1841, the New York Central tracks were located at Schenectady so that they followed the present line into the city. Previously passengers going from Schenectady went by stage to the foot of the bluff where they entered a railroad car and were pulled up the incline by a stationary engine. The cars were then hitched onto an engine and drawn to Albany. A new station was built at Schenectady on the site of the present one. This change gave an all-rail route from Albany to Schenectady over the line of the present Mohawk Division.

In 1842 the Hagaman carpet industry was moved to Amsterdam by William K. Greene. In a few years John Sanford acquired an interest in the business, which was the beginning of the great Sanford rug and carpet manufacturing interests at Amsterdam. The manufacture of woolen goods started at Little Falls in 1842. The manufacture of stoves and furnaces began at Utica in 1842. This was the beginning of the present great heater and furnace industry at Utica.

Another phase in the development of Mohawk Valley transportation was marked by the discontinuance of stages on the Mohawk Turnpike in 1843. This marked the end, for a time, of the Turnpike as a great transportation route. It then lay dormant until the beginning of automobile touring about 1900.

William C. Bouck, of the town of Fulton, Schoharie County, was elected governor of New York in 1842, serving in 1843 and 1844. Governor Bouck had been a canal commissioner and had been prominently identified with the building of the Erie Canal.

In relation to the election of Bouck it may be remembered that the Mohawk Valley was a democratic region, from 1788 up to about 1880, a period of nearly a century.

In 1843, Clinton, Oneida County, received a village charter.

Mohawk was chartered as a village in 1844. In 1844 the manufacture of matches was begun at Frankfort.

Remsen, Oneida County, was made a village in 1845.

In 1845 the first telegraph line in the United States was run westward through the Mohawk Valley from New York to Albany to Buffalo. The company had its chief office at the central point of Utica. The first through line of steam canal boats, from New York to Buffalo, was started in this year. The manufacture of locomotives was begun at Schenectady in 1845, this being the beginning of the present great locomotive plant of the American Locomotive Company at present Schenectady. In this year the first American college course in engineering was inaugurated in Union College, Schenectady. The manufacture of yarn was begun at Little Falls in 1845.

In 1845 Elihu Root was born in a house standing on the campus of Hamilton College, then occupied by his father, who was a professor of mathematics in the college. This new arrival in the Root family was destined to become one of the greatest citizens not only of the Mohawk Valley, but also of the United States and the world at large—as a lawyer, statesman, senator and as a great international constructive statesman and worker for world amity and understanding.

From 1846 to 1848, the War with Mexico agitated the Valley together with the rest of the United States. The Mexican war only added to the heat of the conflict between the slavery and anti-slavery elements. This conflict already was becoming bitter in the Mohawk Valley. Efforts were made to stop abolitionist meetings, and in many quarters, abolitionists were generally considered in the same light in which the Bolsheviki are looked upon today. The strength of the abolitionists lay in the justice of their cause and their numbers gradually increased until they became a formidable party in the Mohawk Valley as elsewhere in the United States. The temperance element also developed strength coincidentally.

The Mohawk Valley, at this period, and until after the emancipation proclamation, was one of the "undeground railways," that is, one of the routes taken by escaping slaves on their way from the South to free Canada. Certain well known abolitionists in the Valley housed the slaves in the daytime and moved them

on, to the next station, at night. Abolitionists and pro-slavery people were fanatical in their views, a state of the public mind in which all reforms seem to be brought about.

In 1846 the first kid glove factory was established at Johnstown. The gloves had previously been made in the homes of Johnstown and Gloversville by the women of the family. Payment for the gloves was made by barter with the local merchants, settlements being made on the first of the year. This system prevailed up to the Civil war, when glove making developed into a great commercial industry.

The manufacture of woolens and worsteds began at Utica in 1847.

In 1848 the manufacture of cotton cloth (white goods) started in Utica. The industry had developed in the present Utica district first at New York Mills in 1808. White goods manufacture is now one of the great industries of Utica. In 1848, the Utica gas company and water company were inaugurated.

The Utica Steam Cotton Mills of 1848 was one of the first manufacturing plants in the Valley to use steam instead of water power.

In 1848, a power dam was built across the Chuctanunda at Amsterdam and the water power development of that stream began on a large scale. This power was subsequently increased by the construction of storage reservoirs on this stream in 1855, 1865 and 1875. This enterprise had much to do with the development of Amsterdam into a great industrial city. In 1848, Fultonville received a village charter.

Chester A. Arthur, later President of the United States, was a resident of Schenectady during his boyhood and young manhood, his father being a clergyman in one of the city churches. In 1848, Chester A. Arthur was graduated from Union College, Schenectady.

In 1849 the Black River Canal was built, connecting the Erie Canal at Rome with the Black River northeast of Boonville. The Black River was used as a canal to Lyons Falls and later to Carthage. A considerable commerce was then developed on the Black River and the canal. Passenger and freight steamboats ran on the Black River from Lyons Falls to Carthage.

In 1850, the population of the six Mohawk Valley counties was 193,575, the greater part of which was located on the Valley farms.

In 1848, Susan B. Anthony, the later suffrage leader, was a preceptress or lady principal and teacher in Canajoharie Acad-

CANAJOHARIE SCHOOL

A fine stone school built in 1893, on the site of the old Canajoharie Academy building where Susan B. Anthony was preceptress at the time she became interested in women's rights, and from which she went in 1850 to join Elizabeth Cady Stanton in thier world-famous fight for women's suffrage.

MONTGOMERY COUNTY COURT HOUSE AT FONDA

Built in 1836, this handsome brick building is a well-known landmark to travelers on the New York Central R. R. and the Old Mohawk Turnpike.

emy. In the history of women's suffrage, Canajoharie takes a prominent place, as it was while living here in Canajoharie, that Miss Anthony became interested in the anti-slavery cause and later in that of women's political rights. Susan B. Anthony finally gave up teaching in 1850, left Canajoharie and joined Elizabeth Cady Stanton at her home in Seneca Falls, where Mrs. Stanton was already advocating women's suffrage. Together these two intellectual leaders made a strong plea for their cause, which might not have succeeded without their united strength. As Elizabeth Cady Stanton was a native of Johnstown and there developed her ideas of women's political and legal rights, and, as Miss Anthony became interested in the same subjects here in Canajoharie—the Mohawk Valley truly may be said to be the cradle of the cause of women's suffrage and of women's political rights—progressive politics and political ideals which have become the political creed of women the world around.

Miss Anthony was born in 1820 and died in 1906, aged 86 years, at a time when many of the western states had adopted women's suffrage.

The going of Miss Anthony from Canajoharie to Seneca Falls, to join Elizabeth Cady Stanton in her suffrage work may be said to mark an epoch in world history. The partnership of these two brillant minds, begun in 1850, has wrought a revolution in world politics—all within a space of seventy-five years. This is none the less true, because the effects of equal rights and suffrage for women have not yet developed to their full strength. However, the women of China and of the most remote and supposedly backward countries of the world are now demanding an equal place and equal justice with men. World-wide suffrage can be predicted within the next fifty years. The women's suffrage movement had its birth in the Mohawk Valley. It was the creation of the mind of Elizabeth Cady and developed by her in Johnstown, prior to the time she left there in 1840, at the age of twenty-five. While a school teacher at Canajoharie for two years, Susan B. Anthony acquired the ideas which led her to join forces with Elizabeth Cady in the fight for world freedom for women. Elizabeth was the thinker and creator while Susan was the unbeatable executive in the partnership.

The people who stood at the Palatine Bridge station, in 1850, and watched a woman, dressed with Quaker simplicity, board a westward bound Utica and Schenectady train would have laughed at the idea that the quiet but determined school-ma'am was then making world history—but world history was being made never-

theless, just as it frequently is put over in just such quiet, unobtrusive ways. Only a minor part of history is made to the blare of trumpets, the rattle of rifle-fire or the boom of cannon. The major part is that which belongs at all times to the quiet lives of decent people all over the United States.

In 1851, Fonda and Gloversville secured village charters. In this year the manufacture of locomotive headlights began at Utica.

In 1852 Ilion became a village. An iron works was established at Utica in 1852.

Bridges were built across the Mohawk at St. Johnsville and Fort Hunter in 1852; the latter bridge being the suspension bridge now in use, one of the first constructed in the state.

In 1853, the New York Central Railroad was formed of all the roads then operating between Albany and Buffalo, inclusive of the Mohawk Valley lines, Mohawk and Hudson (Albany to Schenectady). Utica and Schenectady and Utica and Syracuse. This was the first large merger in the history of railroading in the United States.

In 1853 the Fort Plain Seminary opened its doors. It was an important educational institution of the Middle Mohawk Valley up to the outbreak of the Civil war in 1861. It continued, with waning attendance, until it closed its doors in 1879, being then succeeded by Clinton Liberal Institute.

Horatio Seymour was one of the most noteworthy and brilliant statesmen the Mohawk Valley has produced. He was elected governor of New York in 1852, on the Democratic ticket, serving during the years 1853 and 1854. He was a lawyer with offices in Utica, while his residence was in Deerfield, opposite the city.

In 1854 the Utica and Black River Railroad was opened to Boonville. It was extended to Carthage in 1870. This road is now a division of the New York Central Railroad

Boonville, Oneida County, received a village charter in 1855.

The Republican party was in process of formation in the years 1854 and 1855, being largely organized from the former Whig organizations, which fell to pieces largely because of its lack of unity on the question of slavery. The abolitionists of the Valley rallied to the new party almost to a man. They supported John C. Fremont for president in 1856 and watched the battle of Lincoln and Douglas in the West with interest. The anti-slavery issue aroused intense bitterness particularly in the Mohawk Valley with its dominating Democratic element. Everybody felt that a crisis was approaching in national affairs.

In 1857, the Fort Plain free bridge was built closely alongside a toll bridge, on the site of the present bridge. This was the beginning of the finally successful fight for free bridges. It is difficult, at this day, to realize that bridges and highways were not free, in many cases up to 1900 and later. The Schenectady-Scotia bridge was not made free until March 11, 1920.

The manufacture of knit goods began at Amsterdam in 1857. This is now one of the largest industries of that city. St. Johnsville was incorporated as a village in 1857. Newport, Herkimer County, received a village charter in the same year.

Webster Wagner of Palatine Bridge, had been working on plans for sleeping cars for some time previous to 1858, when he built his first car, which first ran over the New York Central Railroad on September 1, 1858. A company was formed for the manufacture of the Wagner sleeping cars. Finding that the passengers in his sleeping cars suffered from lack of ventilation, in 1859, Mr. Wagner invented the elevated car roof with ventilators, now in general use on American railways.

An incident of 1858, reminiscent of the passing of the Mohawks, is contributed for this work by Douglas Ayres, Jr., the archaeologist of Fort Plain. It relates to the section known as the Hog's Back south of Fort Plain, between that town and Canajoharie on the south shore of the Mohawk, and is as follows: "Although the Long Houses of the Mohawks were scattered all about over the Hog's Back and adjoining land, there seems to have been a favorite camping ground on the land now owned by Mr. George Waner. What may be one of the last recorded encampments of Mohawks took place on this farm in the autumn of 1858. Mr. George Waner was then a small boy and he remembers that his father, Mr. John Waner, feared an Indian attack. Consequently he sat up all night with his rifle loaded protecting his family. But the Indians were not on the warpath, and after staying one night on their ancient camping ground they journeyed on. Whither they traveled or what was their mission we do not know."

Indians came to the Valley in Small bands and camped in the woods, prior to this date. One of their camp sites was on Luck Hill (then so-called) north of Nelliston. These stays were temporary. The Indians peddled baskets, roots, furs, etc.

In 1859, (later Senator) James Arkell began the manufacture of cloth bags at Canajoharie. This was the beginning of the present-day great Arkell industrial interests at Canajoharie. In 1863, at the height of the Civil war conflict, the village of Frank-

fort was incorporated. Knit goods manufacture began in Utica in the same year. This has now developed into one of Utica's greatest industries.

Hon. Roscoe Conkling of Utica, was a noted lawyer, a brilliant orator and an astute Republican politician, being the dominant ruling factor in Republican National politics, in the decade from 1870 to 1880. He was born in Albany in 1829 and started his remarkable political career in 1858, when he was elected mayor of the city of Utica. In 1859 he was elected to Congress as the representative of the Oneida County district and served through the Civil War until 1867, when he was elected United States Senator from New York. He was an ardent supporter of President Lincoln and his war policies. Roscoe Conkling was a brilliant man of great talents and probably the most conspicuous example of a machine political dictator in American history. Martin Van Buren and "Tom" Platt were amateurs by comparason with the Oneida County political leader.

In 1860, Abraham Lincoln, the "Man of the Ages," was elected President of the United States on the Republican ticket. In 1861, the War of the Rebellion began and Lincoln called for volunteers. The response was immediate and the young men and many older and old ones—of the Mohawk Valley rallied under the Stars and Stripes to fight for their country in its second great battle for national existence and the cause of freedom.

It was a mighty struggle, well recorded in a number of histories. The part the men of the Mohawk played in the terrible conflict was a noble one, deserving of perpetuation in a volume by itself—which it should some day have. It is too great a story to be given detail here, particularly as it was fought on foreign fields. Only the warfare within the confines of our Valley is covered in detail in this history.

The long-drawn out, bloody and discouraging conflict wore along through five dreary years, in the Mohawk Valley, as elsewhere. Like all great wars it developed into a conflict of attrition only enlivened by the stories of the heroism of our citizen soldiery. A long and endless procession of sick, maimed and maimed heroes returned to their homes in the Mohawk Valley, while the Central railroad carried a never-ending cargo of rough boxes containing the shattered remains of the boys in blue who had fallen on Southern fields.

In contrast with this picture we have the sinister and distressing other side which baffles and shames America in all her conflicts—the copperhead, the traitor, the slacker, "the man who

loves every country but his own," the profiteer, who turned the blood of heroes into fortunes on which he and his progeny lived in luxury while the soldiers' wives and children lived in proud want or in servile charity. Then we have the unpleasant picture of the substitute buyer—the man who thought it clever and smart to buy others to bleed and suffer in his place—also the ever-present class of brainless snobs who patronized the soldiers and their families, and who later excused themselves and their other friends previously mentioned, with oft-repeated remarks that the Civil war was fought by farmers' boys and city toughs. Then there was the vast class of equally evil and brainless backbiters, crepe-hangers and general knockers—the people who cannot construct or help and therefore show off by an effort to continually criticise —the great class which always make the worst of things. They are with us constantly but they are particularly obnoxious in times of National stress and warfare. The great Lincoln was the particular target for this mud-slinging, just as our presidents in all our great wars have been objects of vituperation, malice and hatred—Washington, Lincoln and Wilson. We think of Lincoln today as our great national hero, but in the Civil War he got more blame than praise, even from his Northern supporters, while the campaign of envy, hatred, malice and vilification directed against him forms one of the blackest pages in our national history.

Patriotism, like truth, survives, while treason and falsehood fail and fade. The grandchildren of the man, who gloried in his treason, now place wreaths on the graves of heroes on Memorial Day. The grandson of the Copperhead now delivers Lincoln's Gettysburg address at the school patriotic celebrations, and the son of the "clever" man, who boasted that he let others do his fighting, now is careful to conceal the fact that he bought a substitute in the Civil war. As Yates aptly says, "the Copperhead seems always to have died childless." We are coming to the civilized point of view that, in times of national stress or war, man power and money power will be equally and justly conscripted. Presidents Harding and Coolidge have proclaimed it. No longer will the heroes of America die or live maimed or disfigured in order that slackers may live in ease and safety.

The traitorous element was far less in the Civil than in the Revolutionary War. Then, it is estimated, there were three patriots to two Tories in the Mohawk Valley. In the Civil War there were at least four or five patriots to one Copperhead or slacker.

And yet we have the brighter side of the Civil War picture.

GOVERNOR HORATIO SEYMOUR

One of Utica's most distinguished citizens, who was Governor of the State of New York, 1853-5 and 1863-5, and presidential candidate in 1868 on the Democratic ticket, being defeated by General U. S. Grant. Governor Seymour was a patriotic war governor, a brilliant speaker and writer, a deep student of Mohawk Valley history and a founder of the Oneida Historical Society. This full-length, life-size portrait, painted by Charles Loring Elliott, hangs in the Governor's Room of the New York City Hall.

The undaunted, high-hearted heroes of America who rise, in every emergency, and who actually do save the country. Poor and rich, they went to the front and fought, bled and died. Those greater heroes, the soldiers' wives, stayed at home to often make patriotism and a soupbone "carry on" to the end, while the neighboring slacker reveled in the luxuries of an inflated period. They all, in their hearts, stood by Lincoln, their great commander, and they all fought the good fight to the finish. Fairs were held for the soldiers, there was a constant home-making of soldiers' necessities and comforts. Many brave, dear women went to the front as nurses, and served their country as valiantly there as their husbands, sons or brothers did upon the grimy, bloody battlefields.

Then it was at last all over,—"the cheering and the tumult dies." Men, hardened and changed, by their sacrifices tried to accommodate themselves again to the set and little conditions of the field, farm, factory or store. Many failed; many became drunkards and many became tramps—a menace and scourge for fifty years. There is one cheering side to that terrible war. It made baseball a national sport. Union soldiers from all sections learned it and Southern soldiers in Northern prison camps soon were playing it and carried it back home in 1865. General Abner Doubleday who stood and held this ground in the first wild and bloody day at Gettysburg, had created a sport which fitted the American character, and which during the war made its conquest of the youth of America.

At the end came the sudden and appalling murder of the great Lincoln. Everywhere there was mourning. He was taken back to his Springfield home and everywhere along his route there were demonstrations of the deepest sorrow.

In 1862, Horatio Seymour was elected Governor of New York, on the Democratic ticket. Seymour served during the critical Rebellion years of 1863 and 1864 and was one of the Union's great war governors and one of the strongest supporters of Lincoln and the Union cause. As the chief executive of the greatest and most powerful Northern state, during one of America's most critical periods, the patriotic services of the great and brilliant Seymour deserve the fullest recognition. He was but the greatest example of the thousands of Mohawk Valley Democrats who were strong Union men.

In passing, it may be here mentioned that the Civil War began in 1861, exactly two hundred years after the settlement of the Mohawk Valley at Schenectady in 1661.

In the Civil War, as in all of Rmerica's wars, the Mohawk Valley transportation lines played a great part in achieving the final victory. The New York Central Railroad and the Erie Canal carried great numbers of men, ammunition, ordnance and supplies, from the camps and the factories to the front.

The Mohawk Valley also furnished a considerable amount of supplies to the Union armies. Uncle Sam also found a powerful aid, during this long-drawn out battle, in the Remington arms works at Ilion and its branch at Utica. Great quantities of guns were made at Ilion for the Union armies. The Remington breech-loading rifle was perfected during the Civil War.

It is estimated that from 20,000 to 25,000 men from the six Mohawk Valley counties served in the armies or the navy of the United States during the Civil War.

1861-1865—The following is a record of the Civil War military organizations in which the Union soldiers of the six Valley counties were enrolled. It is compiled from county histories.

Oneida County: The principal Civil War organizations recruited from this county were: 14th infantry; 26th infantry; 81st infantry (350 men); 97th (from Oneida, Lewis, Herkimer and Fulton); 117th infantry; 146th infantry. Oneida County had representation also in 50th (engineers), 53d, 57th, 61st, 68th, 71st, 75th, 76th, 78th, 81st, 93d, 101st infantry regiments, 3d, 8th, 11th, 13th, 15th, 20th, 22d, 24th cavalry; the Oneida cavalry, 1st mounted rifles, 1st, 2d, 3d, 13th, 14th, 16th artillery.

Herkimer County: The principal Civil War organizations largely recruited from this county were 34th infantry, known as "the Herkimer County regiment," five companies coming from this county; 97th infantry, Cos. C, D, E, F and I were largely of Herkimer County men; 121st infantry, from Herkimer and Otsego counties, 152d regiment from Otsego and Herkimer counties (360 men from Herkimer); 16th artillery (over 100 men). Other organizations in which Herkimer men were represented were 14th infantry, 26th infantry, 1st light artillery (Battery A), 2d light artillery (Battery K), 2d rifles, 18th N. Y. cavalry.

Montgomery County: The principal Civil War organizations in which Montgomery County was represented are the following: 115th infantry, 421 men; 153d infantry, 329 men; 32d infantry (Cos. B and D), 130 men; 43d infantry (Co. E), 69 men; 1st artillery (Co. K), 65 men; 16th artillery, 36 men; 13th artillery, 33 men.

Fulton County: The principal Civil War organizations in which Fulton County was represented are the following: 153d

infantry, 269 men; 115th infantry, 162 men; 77th infantry, 101 men; 10th cavalry (Co. I), 92 men; 13th artillery, 71 men; 97th infantry, 53 men; 93d infantry (Co. D), 51 men; 2d cavalry, 31 men.

Schenectady County: The principal Civil War organizations in which Schenectady County was represented are: 30th infantry, 44 men; 77th infantry, 50 men; 43d infantry, 31 men; 2d cavalry, 110 men; 69th infantry, 55 men; 18th infantry, 141 men; 134th infantry, about 380 men; 91st infantry, 156 men; 13th cavalry, 58 men; 25th cavalry, 1st rifles, 13th artillery, 177th infantry, 192d infantry.

Schoharie County: The principal Civil War organizations from Schoharie County were 134th regiment, N. Y. S. V., recruited from Schoharie and Schenectady counties. This might fittingly be called "the Schoharie County regiment," as it contained about 800 men from Schoharie. Co. I, 76th N. Y. S. V., had about 80 Schoharie County men and several hundred other Schoharie men were enlisted in many other organizations.

CHAPTER 89.

THE MOHAWK VALLEY IN 1840.

1840—DESCRIPTION OF THE MOHAWK VALLEY FROM HASKELL & SMITH'S GAZETTEER OF THE UNITED STATES—SIX MOHAWK VALLEY COUNTIES OF SCHENECTADY, SCHOHARIE, MONTGOMERY, FULTON, HERKIMER, ONEIDA—TOWNS OF WATERFORD, COHOES, SCHENECTADY (CITY), AMSTERDAM, CAUGHNAWAGA, FONDA, FULTONVILLE, JOHNSTOWN, GLOVERSVILLE, CANAJOHARIE, PALATINE BRIDGE, FORT PLAIN, ST. JOHNSVILLE, LITTLE FALLS, HERKIMER, MOHAWK, FRANKFORT, UTICA, WHITESBORO, ROME, CAMDEN, BOONVILLE, VERNON, CLINTON, ONEIDA CASTLE, WATERVILLE, BRIDGEWATER, SCHOHARIE, MIDDLEBURG, COBLESKILL.

The following is a survey of the Mohawk Valley in 1840. The descriptions are taken from Haskell & Smith's U. S. Gazetteer of 1840. The year is one of great interest for the Mohawk Valley, particularly in comparison with the Valley description of 1810 copied from Spafford's Gazetteer.

In 1810 there was comparatively little manufacturing in the Valley, with the exception of the Utica district and Little Falls. The Mohawk Valley was then an agricultural region, with a farming population in excess of that of 1925.

In 1840 there was a population of 226,399 in the Mohawk Valley. It was still an agricultural section, but manufacturing had vastly increased and there had been great growth of towns. In 1810 transportation through the Mohawk Valley was provided by the Mohawk River and the Mohawk turnpikes. In 1840 commerce and transportation facilities in the Valley had been practically revolutionized by the building of the Erie Canal and the railroad line running from Albany to Syracuse, composing what is now the Mohawk Division of the New York Central Railroad. By 1840 the Mohawk Valley, to a large extent, had assumed much of the modern character which it bears today. Changes since then have been largely of growth and development of the basic features of human life existent in our Valley in 1840.

The descriptive material in Haskell & Smith's Gazetteer of 1840 is unusually concise and illustrative in its character. In presenting it here a selection has been first made of the descriptions of the six Mohawk Valley counties—Schenectady, Schoharie, Montgomery, Fulton, Herkimer and Oneida. Following these,

the village and town descriptions are arranged in their order following the Mohawk westward from Waterford, at its outlet into the Hudson, to Rome, at the western end of our Mohawk Valley travel routes. This arrangement, like that of 1810, will give the reader an unusually clear and informing picture of the Valley in 1840. Comparison of these descriptions of the Mohawk River country in 1810 and 1840 with that of 1925, at the end of this work, will prove of interest.

Haskell & Smith's Gazetteer describes the six Mohawk Valley counties in 1840 as follows:

SCHENECTADY COUNTY, N. Y. Situated toward the E. part of the state, and contains 200 square m. The surface is diversified; soil, various. The flats along the Mohawk r. are extensive, and very fertile. Watered by Mohawk r. The Erie Canal and the western and northern railroads pass through it. Capital, Schenectady. There were in 1840, neat cattle 10808, sheep 18094, swine 13063; wheat 13113 bush. produced, rye 52278, Ind. corn 62597, buckwheat 41288, barley 100524, oats 216963, potatoes 240535, sugar 4423 pounds; 45 stores, cap. $78,800; 2 furnaces, 7 fulling m., 2 woollen fac., 1 cotton fac. 2,000 s., 23 saw m., 1 oil m., 1 printing office, 1 weekly newspaper. Cap. in manufac. $113,700. 1 college, 258 students, 3 acad., 83 students, 57 schools 1972 scholars. Pop. 17387.

SCHOHARIE COUNTY, N. Y. Situated toward the E. part of the state, and contains 621 sq. ms. Organized in 1795. The surface is hilly and mountainous; soil, fertile, especially on the streams. On the uplands it is adapted to grazing. Watered by Schoharie Creek and its tributaries. Water limestone, bog iron ore, and sulphur springs are found. The latter, at Sharon, are becoming celebrated. Capital, Schoharie. There were in 1840, neat cattle 37,633, sheep 71,258, swine 31,865; wheat 72,871 bush. produced, rye 129,342, Indian corn 67,890, buckwheat 80,-609, barley 217,478, oats 497,953, potatoes 600,396, sugar 133,-766 pounds; 81 stores, cap. $188,500; 30 fulling m., 1 woollen fac., 32 tanneries, 1 brewery, 36 grist m., 160 saw m., 1 paper fac., 2 printing offices, 1 weekly newspaper. Cap. in manufac. $163,000. 5 acad. 306 students, 199 schools 9,294 scholars. Pop. 32,358.

MONTGOMERY COUNTY, N. Y. Centrally situated in the E. part of the state, and contains 356 sq. ms. The surface is mountainous and hilly, * * *. Drained by East Canada, Otsquake, and Schoharie creeks [and Garoga, Canajoharie, Cayadutta and North and South Chuctanunda], which flows into the

Mohawk. The alluvial flats on the streams are very fertile. Capital, Fonda. There were in 1840, neat cattle 26,806, sheep 36,588, swine 29,108; wheat 34,281 bushels produced, rye 40,868, Ind. corn 90,374, buckwheat 38,312, barley 193,530, oats 422,415, potatoes 559,829, sugar 51,691 pounds; 94 stores, capital $370,-150; 2 furnaces, 8 fulling m., 1 woollen fac., 16 tanneries, 6 distilleries, 2 breweries, 3 flouring m., 21 grist m., 67 saw m. Capital in manufac. $330,404. 3 acad. 396 students, 116 sch. 5,555 scholars. Pop. 35,818.

FULTON COUNTY, N. Y. Situated N. E. of the centre of the state, and contains 500 sq. ms. The surface is hilly, with some mountains. The valleys have a fertile soil. Drained by the Sacandaga r. and East Canada cr. [Garoga, Cayadutta, Kennyetto and Mayfield crs.] Capital, Johnstown. There were in 1840, neat cattle 19,982, sheep 32,525, swine 14,042; wheat 25,-162 bush. produced, rye 33,573, Ind. corn 59,886, buckwheat 31,011, barley 22,860, oats 245,718, potatoes 402,954, sugar 80,-129 pounds; 57 stores, capital $143,825; 1 furnace, 11 fulling m., 5 woollen fac., 23 tanneries, 2 rope fac., 19 grist m., 156 saw m., 2 oil m., 7 paper fac., 3 printing offices, 1 bindery, 1 periodical, 2 weekly newspapers. Capital in manufac. $541,643. 2 acad. 235 students, 89 sch. 4,059 scholars. Pop. 18,049.

HERKIMER COUNTY, N. Y. Situated centrally toward the N. E. part of the state, and contains 1,370 sq. ms. Organized in 1791, but since enlarged. The Adirondack Mountains pass through its S. part, being broken through by the Mohawk at Little Falls. The surface is diversified, being generally broken, hilly, or mountainous, excepting S. of the Mohawk, where it is [more] level and very fertile. Iron ore is extensively found, and some gypsum and lead. Beautiful rock crystals are abundant in the neighborhood of Little Falls. In the N. part are numerous lakes and ponds. The Erie canal and the Utica and Schenectady railroad, pass through the Co. Capital, Herkimer. There were in 1840 neat cattle 55,437, sheep 80,182, swine 33,957; wheat 84,723 bush. produced, rye 15,935, Ind. corn 160,920, buckwheat 29,035, barley 126,900, oats 580,738, potatoes 850,865, sugar 311,138 pounds; 142 stores, cap. $427,790; 25 lumber yards, cap. $12,500; 7 furnaces, 7 forges, 24 fulling m., 9 woollen fac., 5 cotton fac. 5,064 sp., 38 tanneries, 6 distilleries, 1 brewery, 3 flouring m., 35 grist m., 9 woollen fac., 4 printing offices, 1 bindery, 1 periodical, 2 weekly newspapers. Cap. in manufac. $921,633. 1 college 280 students, 191 sch. 8,522 scholars. Pop. 37,477.

ONEIDA COUNTY, N. Y. Situated N. E. of the centre of the state, and contains 1,101 sq. ms. The surface is diversified by gentle hills and well cultivated valleys; soil, very productive, adapted to grain. Drained by Black and Mohawk rivers, and their tributaries, and by Oriskany, Sadaquada, Fish, Wood and Oneida creeks. It contains potters' clay, iron ore, gypsum, water limestone, peat and marl. The Erie canal, with the Chenango canal, and the line of western railroads, pass through it. Capitals, Utica, Rome, and Whitesboro. There were in 1840, neat cattle 92,669, sheep 177,070, swine 66,543, wheat 238,159 bush. produced, rye 6,064, Ind. corn 364,075, buckwheat 30,240, barley 98,331, oats 657,952, potatoes 1,574,109, hops 38,724 pounds, sugar 286,502; 2 commercial and 3 commission houses, cap. $58,000; 382 stores, cap. $2,684,575; 5 lumber yards, cap. $55,400; 14 furnaces, 1 forge, 40 fulling m., 23 woollen fac., 13 cotton fac. 37,316 sp., 2 dyeing and printing establishments, 61 tanneries, 2 rope fac., 11 distilleries, 4 breweries, 3 glass fac., 2 potteries, 5 flouring m., 57 grist m., 248 saw m., 2 oil m., 6 paper fac., 9 printing offices, 9 weekly newspapers. Cap. in manufac. $2,829,376. 2 colleges, 190 students, 441 sch. 20,166 scholars. Pop. 85,310.

The review of the Mohawk Valley by towns, from Haskell and Smith's Gazetteer of 1840, follows. The mileage distances given as "W" refer to the distances of towns from Washington, such mileages being evidently airline distances. The abbreviations used are po., postoffice; v., village; t., township; r., river; cr., creek, etc.:

WATERFORD, postoffice, township, Saratoga co., N. Y., 10 N. Albany, 380 W. The surface is undulating; soil, sand and alluvion. Watered by Mohawk and Hudson rivers, which here unite. The village is situated on the W. bank of Hudson r., at the head of sloop navigation. It contains 4 churches—1 Presbyterian, 1 Dutch Reformed, 1 Episcopal, and 1 Methodist—an academy, a female seminary, a bank, 20 stores and groceries, 1 cotton fac., 4 flouring m., 1 grist m., 2 machine shops, 1 twine fac., 1 furnace, 1 fire engine fac., 1 button fac., 1 plaster m., 2 saw m., 1 tannery, 200 dwellings, and about 1,400 inhabitants. Six sloops and schooners and several canal boats are owned here. The Champlain canal passes through the place, and also the Troy and Saratoga railroad. The canal here enters Hudson r. A bridge connects the place with Lansingburgh. It [the township of Waterford] has 28 stores, cap. $47,535; 3 lumber yards, cap. $1,000;

1 tannery, 1 grist m., 1 saw m. Cap. in manufac. $92,115. 5 sch. 375 scholars. Pop. 1,824.

COHOES, postoffice village, Watervliet township, Albany co., N. Y., 8 N. Albany, 378 W. Situated on the S. W. bank of the Mohawk r., a little below Cohoes Falls, near the junction of the Erie and Champlain canals. Here is a cotton fac. with 7,000 sp. and 220 looms, 1 flouring m., 3 saw m., 1 iron and brass foundry, and various other manufactories. The village contains 6 churches—1 Presbyterian, 1 Episcopal, 1 Baptist, 1 Methodist, 1 Dutch Reformed, and 1 Universalist—12 stores, 200 dwellings, and about 2,000 inhabitants. The water power, which might be employed at this place, is very extensive.

SCHENECTADY, city, capital Schenectady Co., N. Y., has a city hall, jail, clerk's and surrogate's office, a market, lyceum, female academy, 3 banking houses, besides a savings bank, 9 churches—1 Dutch Reformed, 1 Presbyterian, 1 Episcopal, 1 Baptist, 1 Methodist, 1 Cameronian, 1 Universalist, 1 Roman Catholic, 1 African, 100 stores, 1 cotton factory, 2 flouring mills, 2 iron foundries, 1 brewery, 1 tobacco factory, 1 steam flouring mill, 3 tanneries, 2 machine shops, 1 plough and wagon factory, 1,000 dwellings and 6,784 inhabitants. The buildings of Union College, 3 in number and spacious, are pleasantly situated on an eminence, half a mile east of the city. The institution was founded in 1795, contains a president and 11 professors and other instructors, has had 2,029 alumni, of whom 308 have been ministers of the gospel, has 258 students and 13,000 volumes in its libraries. Its commencements are on the 4th Wednesday of July. Its philosophical and other apparatus is very complete. Attached to this college are about 250 acres of land, part of which is designed to be appropriated to groves and walks.

AMSTERDAM, p. v., Montgomery Co., N. Y., has a toll bridge over the Mohawk, 4 churches, 1 bank, 1 academy, 1 female seminary, 14 stores, 2 grist mills, 2 furnaces, 1 carpet manufactory, 1 printing office, 1 scythe factory and various other manufactories, with 250 dwellings and a population of about 1,700.

CAUGHNAWAGA [Eastern Fonda], Montgomery Co., N. Y., is situated on the north side of the Mohawk river, connected with Fultonville, opposite, by a toll-bridge. It contains one Dutch Reformed church, erected in 1766, 2 stores, 30 dwellings and about 200 inhabitants.

FONDA, p. o., Montgomery Co., N. Y., has a court house, jail, 5 stores, a large flouring mill, 1 saw mill, 1 plaster mill, 1 carding

machine, 1 threshing machine factory, 50 dwellings and about 350 inhabitants.

FULTONVILLE, p. o., Montgomery co., N. Y., is situated on the south bank of the Mohawk river, on the Erie canal. It contains one Dutch Reformed church, 4 stores, 2 groceries, a dry dock and boat yard, 60 dwellings and about 400 inhabitants. A bridge here crosses the Mohawk.

[Thus Fonda-Caughnawaga (present Fonda) in 1840, had a population of about 550. Present Fonda-Fultonville had then about 1,000 population.]

JOHNSTOWN, po. v., capital Fulton co., N. Y. In 1840 Johnstown had a court house and jail, a county clerk's office, an academy, a bank, 6 churches, 15 stores, 2 grist mills, 1 gun and rifle factory, 1 carriage factory and 2 printing offices and weekly newspapers.

[No population of Johnstown in 1840 is given in the Haskell and Smith Gazetteer.]

GLOVERSVILLE, Fulton co., N. Y., has 2 churches, 2 stores, 1 grist mill, 1 saw mill, 50 dwellings, with 300 inhabitants. Buckskin moccasins as well as gloves and mittens are made here.

CANAJOHARIE, p. o., v., Montgomery co., N. Y. The village is situated on the south side of Mohawk river. Incorporated in 1829. It has 4 churches—1 Presbyterian, 1 Dutch Reformed, 1 Lutheran and 1 Methodist—an academy, 10 stores, 2 grist mills, 2 distilleries, 1 brewery, 1 furnace, 2 saw mills. It furnishes fine stone for building and for the construction of locks in the Erie canal. The Erie canal passes through the center of the village. The Catskill and Canajoharie railroad will terminate here. [No population is given but about 800 in Canajoharie and 1,000 in Canajoharie-Palatine are indicated.]

PALATINE BRIDGE, Montgomery co., N. Y., is opposite the village of Canajoharie with which it is connected by a bridge. It contains 1 church, 3 stores, 30 dwellings and about 200 inhabitants. Here is a fine quarry of building stone.

FORT PLAIN, p. o., v., Montgomery co., N. Y., is situated on the south side of the Mohawk on the Erie canal. Incorporated in 1832. It contains 1 Dutch Reformed church and 1 Universalist church, 1 bank, 16 stores, 1 grist mill, 1 saw mill, 1 plaster mill, 1 furnace, 1 distillery, 200 dwellings and about 1,400 inhabitants. Fine stone is here quarried for canal locks.

ST. JOHNSVILLE, p. o., v., Montgomery co., N. Y. The village is situated on the north side of Mohawk river, and contains 1 church, 2 stores, 2 grist mills, 2 saw mills, 1 tannery, 1 sash fac-

tory, 1 forge and furnace, 1 carding machine, 1 fulling mill, 35 dwellings and about 350 inhabitants.

DOLGEVILLE, Herkimer and Fulton counties, was called Brockett's Bridge in 1840 and probably had 150 people. It is not described in the gazetteer of 1840.

LITTLE FALLS, p. o., v., Herkimer co., N. Y. The village is situated on both sides of the Mohawk river in a most romantic situation and contains 5 churches—1 Presbyterian, 1 Episcopal, 1 Baptist, 1 Methodist and 1 Roman Catholic—an academy, 2 printing offices, 1 bank, 30 stores and groceries, 1 woolen factory, 3 paper mills, 3 flouring mills, 2 plaster mills, 1 trip hammer works, 4 furnaces, 1 machine shop, 1 distillery, 1 brewery, 1 fulling mill, 1 sash factory. The river here has a fall of 42 feet in half a mile, affording great water power. The Erie canal has a feeder which crosses the river in a fine aqueduct, 214 feet long and 16 feet wide, with walls 14 feet high, upheld by one arch of 70 feet span, and two others of 50 feet each. The canal passes into the brow of a mountain here which reached to the border of the river and embankment. In widening the canal more ample room is obtained by occupying a part of the river between an island and the south bank. [No population is here given but one of over 2,500 is indicated.]

HERKIMER, p. o., v., capital Herkimer co., N. Y. The village is situated on the north side of the Mohawk river. It contains a brick court house, a stone jail and a fireproof clerk's office, 1 academy, 1 bank, 1 German Reformed and 1 Methodist church, 10 stores, 1 large flouring mill, 1 printing office, 120 dwellings and about 800 inhabitants.

[In 1840, the Herkimer-Mohawk-Ilion-Frankfort community had a population of about 2,400, with Herkimer the leading town and Frankfort the leading industrial community.]

MOHAWK, p. o., v., German Flats township, Herkimer co., N. Y. Situated on the south side of the Mohawk river, on the Erie canal and contains a church, a bank, 10 stores, 120 dwellings and about 700 inhabitants.

ILION, Herkimer co., N. Y. [is not described in Haskell and Smith's Gazetteer of 1840. It was then known as Remington Corners, with a population of 300 or more. It did not bear the name of Ilion until 1843, when a post office was established here.]

FRANKFORT, p. o., v., Frankfort township, Herkimer County, N. Y. The surface is hilly and broken on the south. In the north are fertile flats on the Mohawk. The village is on the south of the Mohawk, on the Erie canal and contains 1 Dutch Reformed

and 1 Baptist church, 8 stores, 1 woolen factory, 1 grist mill, 1 saw mill, 1 distillery, 1 tannery, 100 dwellings and about 500 inhabitants. [From the foregoing we learn that Frankfort in 1840 was the chief industrial village of the Herkimer-Mohawk-Ilion-Frankfort community, with a population of about 2,400.]

UTICA, p. o., city, semi-capitol, Oneida Co., N. Y., is on the south side of the Mohawk river in 43 deg. 10 min. north latitude, 74 deg. 13 min. west longitude, 92 miles west by north Albany; 140 m. Rochester, 202 m. Buffalo, 76 mi. Oswego. Pop. 1820, 2,972; 1830, 8,323; 1840, 12,782. The city stands on a beautifully inclined plane rising south from the Mohawk, the highest parts of which present fine prospects. The buildings, most of which are of brick, are good and many of them splendid. The streets are neat and spacious, many of them 100 ft. wide. It has 18 churches—3 Presbyterians, 1 Dutch Reformed, 2 Episcopal, 4 Baptist, 3 Methodist, 2 Roman Catholic, 1 Universalist, 1 African, 1 Friends meeting house. There is also an Exchange building. Besides numerous charitable institutions, there are in the city the County Medical Society, 2 incorporated academies, one for males and one for females, a museum, the Utica Library, the Mechanic's Association which supports popular lectures, and the Apprentices Library. There are 4 banks with an aggregate capital of $900,000, besides a bank for savings and an insurance company with a capital of $200,000 and a mutual insurance company.

The State Lunatic Asylum is located here, about a mile west of the center of the city. The Erie canal, here widened to 70 ft. and 7 feet deep, passes through the central part of the city and is crossed by a number of elevated and elegant bridges. The Chenango canal connects this place with Binghamton in Broome county. The Great Western railroad from Albany passes through it. There are also fine roads in various directions, north and south, on which numerous stages run. Utica is in the midst of a rich and highly cultivated country and, as might be expected, possesses an extensive trade. A culvert has been completed within the city from the canal to the river at an expense of $100,000. Utica was incorporated as a village in 1798 and as a city in 1832. There were, in 1840, in the city, 2 commercial and 3 commission houses in foreign trade, capital $58,000; 188 retail stores, capital $1,678,595; 3 lumber yards, capital $41,000; 5 furnaces, capital $59,000; value of machinery manufactured $166,555; 6 tanneries, capital $103,000; 2 breweries, 1 flouring mill, 2 grist mills, 2 saw mills, 1 paper factory, 6 printing offices, 6 weekly newspapers, 61 brick and stone and 30 wooden [the principal] houses,

cost $253,000. Capital in manufacture, $496,130, 10 academies, 670 students, 36 schools, 981 scholars.

WHITESBORO [here called Whitestown]. Whitestown, postoffice, village, township, semi-capital of Oneida county, N. Y., 96 m. west northwest Albany. The surface is undulating, soil calcareous loam and fertile. Drained by Oriskany and Sadaquada creeks, flowing into Mohawk river, which bounds it on the northeast. Whitesborough village, situated on the south side of the Mohawk river, contains a court house, jail, 4 churches—1 Presbyterian, 1 Congregational, 1 Baptist and 1 Methodist—8 stores, 1 large cotton factory, 3,000 spindles; 1 large flouring mill, an academy, 300 dwellings and about 1,800 inhabitants. It is chiefly on one street, over one mile long, shaded with trees with graveled sidewalks. It contains the Oneida Institute, a manual labor institution which has a president and several professors; incorporated in 1829. It has attached to it a farm of 114 acres and has several convenient buildings.

ROME, postoffice, village, township and semi-capital of Oneida county, N. Y. 107 m. northwest Albany, 391 m. from Washington. The surface is chiefly level or gently undulating; soil, a fertile clay and sandy loam. Drained by the Mohawk river on which is excellent land and Wood creek, which flows into Oneida lake. These two streams were connected by a small canal, before the construction of the Erie canal, which was bought out when the latter was made. The village is on the Mohawk river and the Erie canal and contains 6 churches, 1 bank, 1 female seminary, a United States arsenal with a magazine and workshops, 25 stores, 1 cotton factory, 1 flouring mill, 1 saw mill, 1 brewery, 1 blast furnace, 350 dwellings and about 2,500 inhabitants. The Black River canal here unites with the Erie and the Syracuse and Utica railroad passes through the village.

Other Oneida County towns, not directly along the Mohawk River, are given in Haskell & Smith's 1840 Gazetteer as follows:

CAMDEN, p. o., t., Oneida co., N. Y., 128 N. W. Albany, 397 W. The surface is uneven, and the soil a fertile sandy loam. Drained by Fish cr. and its tributaries. The v. is on the w. branch of Fish cr. Incorporated in 1834. It has a town house, 3 churches, 100 dwellings, and about 700 inhabitants. There are in the township 5 stores, cap. $46,500; 1 furnace, 1 fulling m., 1 woollen fac., 5 tanneries, 6 grist m., 13 saw m., 1 oil m. Cap. in manufac. $33,750. 1 acad. 60 students, 14 sch. 720 scholars. Pop. 2,331.

BOONVILLE, p. o., t., Oneida co., N. Y., 28 n. Utica, 114 w. n. w. Albany, 419 W. The surface is hilly, and the soil clay loam on

lime. Drained by Black r. and the head waters of the Mohawk. The v. is situated on the Black river canal, 31 n. Utica. Mill cr., which enters into Black r., affords water power. It has 2 churches, 5 stores, 1 grist m., 1 saw m., 1 tannery, 1 clothier's works, 80 dwellings, and about 600 inhabitants. Pop. of the t. 5,516.

CLINTON, post office, village, Kirkland township, Oneida co., N. Y., 99 W. N. W. Albany, 9 S. W. Utica, 380 W. It is pleasantly situated on both sides of Oriskany creek. It has 4 churches, 1 Presbyterian, 1 Baptist, 1 Methodist, and 1 Universalist, 3 stores, several schools of a high order, 100 dwellings, and about 800 inhabitants. It has several important manufacturing establishments. Hamilton College, a respectable institution, is located here. The buildings, 4 in number, constructed of stone, occupy a commanding eminence, 1 m. W. of the v., and are surrounded by grounds containing 41 acres. This institution was founded in 1812, has a president and 6 professors, or other instructors, 464 alumni, of whom 59 have been ministers of the gospel, 94 students and 9,000 vols. in its libraries. The commencement is on the 4th Wednesday in August.

VERNON, post office, village and township, Oneida co., N. Y., 16 W. Utica, 108 W. N. W. Albany, 371 W. The surface is undulating; soil, sandy loam and fertile clay. Drained by Oneida and Skenandoa creeks. The village was incorporated in 1827, and contains 3 churches—1 Baptist, 1 Methodist, and 1 Unitarian—an academy, 4 stores, 1 grist m., 1 saw m., 1 tannery, 100 dwellings, and about 700 inhabitants. In the vicinity, on Skenandoa cr., is a large glass fac. There are, in the township, 13 stores, cap. $66,500; 3 fulling m., 3 woolen fac., 2 tanneries, 1 distillery, 2 glass houses, 1 printing office, 1 weekly newspaper, 4 grist m., 13 saw m. Cap. in manufac. $93,300. 2 acad. 17 schools. Pop. 3,043.

ONEIDA CASTLE, post office, village, Vernon t., Oneida co., N. Y., 113 w. n. w. Albany, 366 W. Situated on both sides of Oneida cr. Incorporated in 1841. It contains 1 Presbyterian and 1 Baptist church, 2 stores, about 60 dwellings, and 400 inhabitants.

BRIDGEWATER, post office, village and township, Oneida co., N. Y., 81 w. by n. Albany, 15 s. Utica, 370 W. The surface is uneven, and the soil is good for grazing. Drained by Unadilla river, which rises here. The village contains 50 dwellings and 350 inhabitants. There are in the township 3 stores, cap. $11,000; 1 tannery, 1 grist m., 5 saw m. Cap. in manufactures $6,350. 10 sch. 437 scholars. Pop. 1,418.

WATERVILLE, post office, village, Sangerfield township, Oneida co., N. Y., 90 W. N. W. Albany, 372 W. Situated on a branch of Oriskany cr., and contains 1 Presbyterian, and 1 Baptist church, an academy and female seminary, a bank, 10 stores, 1 woolen fac., 1 starch fac., 3 grist m., 2 saw m., 2 furnaces, and a machine shop, where carriage springs are made, 1 organ fac., 3 distilleries, 120 dwellings, and about 1,000 inhabitants.

The Schoharie County villages of Schoharie, Middleburg and Cobleskill are described as follows:

SCHOHARIE, post office, township, capital of Schoharie co., N. Y., 32 W. Albany, 383 W. The surface is uneven, with fertile flats on the streams. Watered by Schoharie and Fox creeks. The village contains a court house, jail, county clerk's office, 1 Lutheran church, an academy, 4 stores, various mechanic shops, 1 grist m., 2 or 3 saw m., 60 dwellings and about 450 inhabitants. There are in the township 17 stores, cap. $52,300; 8 fulling m., 4 tanneries, 1 paper fac., 2 printing offices, 1 weekly newspaper, 7 grist m., 32 saw m. Cap. in manufac. $35,700. 2 acad. 124 students, 25 sch. 1,345 scholars. Pop. 5,534.

MIDDLEBURG, post office, township, Schoharie co., N. Y., 37 W. Albany, 378 W. The surface is hilly; soil, in the valleys, calcareous loam and alluvion, and very fertile. A pond, or marsh, called the Vly, discharges to the N. a mill stream, which flows into Schoharie kill. From the S. E. flows a branch of Catskill cr. The village is situated on the E. side of Schoharie creek, and contains 1 Dutch Reformed and 1 Lutheran church, 5 stores, 1 grist m., 2 saw m., 2 tanneries, 1 furnace, 1 clothier's works, 50 dwellings, and about 300 inhabitants. There are in the township 11 stores, cap. $16,300; 4 fulling m., 4 tanneries, 6 grist m., 28 saw m. Cap. in manufac. $14,600. 20 sch. 888 scholars. Pop. 3,843.

COBLESKILL, post office, township, Schoharie co., N. Y., 42 W. Albany, 386 W. The surface is hilly, with fertile valleys. Drained by Cobleskill cr. Here is a mill stream issuing from a natural well, which has never been effectually sounded. This stream soon enters a subterranean passage, and reappears after a distance of 7 miles. The village contains 1 church, 3 stores, 1 saw m., and 20 dwellings. The township has 13 stores, cap. $48,100; 3 fulling m., 3 tanneries, 1 brewery, 5 grist m., 21 saw m. Cap. in manufac. $6,400. 19 sch. 987 scholars. Pop. 3,583.

CHAPTER 90.

HISTORY OF THE MOHAWK VALLEY FROM 1865 TO 1900.

THE RECORD FROM THE CLOSE OF THE CIVIL WAR TO THE BEGINNING OF THE NINETEENTH CENTURY—THE PERIOD OF GREAT MANUFACTURING DEVELOPMENT—THE CONKLING-BLAINE REPUBLICAN FEUD FROM 1881 TO 1888, RESULTS IN ELECTION OF CLEVELAND IN 1884—MOHAWK VALLEY REPUBLICAN POLITICIANS SHAPE NATIONAL HISTORY—BUILDING OF WEST SHORE RAILROAD, 1883—SPANISH-AMERICAN WAR, 1898—ELIHU ROOT APPOINTED SECRETARY OF WAR, 1899.

While the period, from the completion of the Erie Canal in 1825 to the end of the Civil War in 1865, was one of town building, railroad building and the general beginning of manufacturing in the Mohawk Valley, the years from the close of the Rebellion to 1900, were marked by industrial development on a large scale along our river. There was also considerable activity in general railroad and street car line development in our Valley. These subjects are covered at length in special chapters as well as in the chapters relative to Mohawk Valley towns and cities.

The following period witnessed the development of our present free school system.

In 1866, the first wood pulp paper manufactured in the United States was made at Herkimer by (later U. S. Senator) Warner Miller. Senator Miller's paper factory grew into a large industry, which was subsequently eliminated in a corporation merger. Mr. Miller was one of the best posted men on the subject of paper and paper making in the United States.

Palatine Bridge became a village in 1867.

Railroad construction in 1865 and 1866 eventually made Schenectady a railroad center of considerable importance. In 1865, the Albany-Binghamton Railroad was constructed. This later (in 1873) connected with the railroad from Schenectady to Duanesburgh. The Albany-Binghamton road (now part of the D. & H.) constructed branches from Cobleskill to Sharon Springs and Cherry Valley and from Oneonta to Cooperstown. This diverted considerable trade which had formerly gone north from the Susquehanna Valley, notably to Fort Plain and Canajoharie.

In 1866, the railroad running from Schenectady to Athens on the Hudson was built. This later became a part of the West Shore Railroad, when it was built in 1883.

FAIRFIELD SEMINARY.

FACULTY.

W. H. REESE, A. M., PRINCIPAL,	Greek and Latin.
*	Mathematics.
GEORGE F. SAWYER, A. B.,	Natural Science.
JAMES M. HALL,	Assistant in English and Mathematics.
C. L. BOWMAN,	Commercial Department.
MISS JOSIE J. GRIGGS, PRECEPTRESS,	French.
MRS. W. H. REESE,	German.
	Oil Painting and Drawing.
MRS. CHARLOTTE GUIOU,	Music.
MISS MARY THOMPSON,	English Department.

BOARDING DEPARTMENT.

MISS. C. M. BAILEY,	Stewardess.
C. A. BELKNAP,	Janitor.

*To be supplied

COVER PAGE OF FAIRFIELD SEMINARY CIRCULAR OF 1872

Fairfield Seminary was located in the little village of Fairfield about ten miles northwest of Little Falls and northeast of Herkimer. It was an important educational center for the middle Mohawk Valley, during the nineteenth century. It closed its doors about 1903.

Another important feature of railroading in the Mohawk Valley, at this period, was the construction of the Wagner palace car by Webster Wagner in 1867. The Wagner Palace Car Co. was organized which operated successfully until its consolidation with the Pullman Palace Car Co. about 1890, prior to which time, the New York Central Railroad used only the Wagner drawing room coaches. In this year, the Utica, Clinton and Binghamton Railroad was built, which is now the Utica branch of the New York, Ontario and Western Railroad. The Middleburg and Schoharie Railroad was constructed in 1869.

In 1869, the New York Central and Hudson River Railroad was formed by the consolidation of the two lines, which gave the present through line railroad from New York to Buffalo.

In 1868, Horatio Seymour of Utica, was nominated for the presidency on the Democratic ticket. He was defeated by General U. S. Grant, the Republican nominee. Although Seymour received a large popular vote he secured only 80 electoral votes to Grant's 214. Seymour was a compromise candidate who was put over as the nominee in the final sessions of the Democratic national convention in New York City. Seymour had a large following in and out of his party. He had a fine record as a Democratic war governor and was a well-equipped executive, who would have made an excellent President of the United States.

Seymour carried New York state by 10,000 plurality over Grant.

In 1868, Blood's broom factory started manufacturing at Amsterdam. Broom corn was then extensively raised on the Mohawk flats. There were many small broom factories but Blood's was the first large one to begin operations in the Valley. This industry has developed until Amsterdam was the largest broom making city in the United States in 1925. In 1868, the manufacture of caps began at Utica. Cobleskill became a village in 1868.

In 1869, Cohoes became a city.

In 1870, Mr. David H. Burrell established a factory in Little Falls for the manufacture of dairy machinery. This has developed into the largest works of its kind in the country. The enterprise proved extremely profitable and the resulting numerous benefactions of Mr. and Mrs. Burrell to their home city are covered in the chapter on Little Falls.

New Hartford became a village in 1870.

In 1870 the City of Rome received its city charter. In that year the Fonda, Johnstown and Gloversville Railroad was constructed. The Utica, Chenango and Susquehanna Railroad, run-

ning from Utica to Waterville and Richfield Springs was completed in that year. The manufacture of threshing machines and agricultural machinery was started in St. Johnsville about 1870.

Sharon Springs, Schoharie County, received a village charter in 1871.

In 1872 the manufacture of knit goods was begun at Little Falls and Herkimer. This is now Little Falls' greatest industry.

In 1873, President Grant offered Senator Roscoe Conkling of Oneida County, the Chief Justiceship of the Supreme Court of the United States and the office of Ambassador to the Court of St. James. Both of these offers were declined by Senator Conkling, who probably then had his eye fixed on the Republican presidential nomination in 1876. In 1873, Senator Conkling was a trusted adviser of President Grant and the dominating figure in Republican National politics.

In 1873, leather tanning and finishing started at Little Falls. This has developed into the largest calfskin finishing works in the United States.

Northville, Fulton County, was chartered as a village in 1873.

In 1873, James Densmore came to Ilion. He was a partner with Christopher Latham Sholes of Milwaukee, who was the inventor of a machine which Sholes called a "typewriter." At the earnest solicitation of Henry Harper Benedict (who was then a member of the Remington organization and was living at this writing in 1925), Philo Remington signed a contract with Densmore for the manufacture of the new machine. Work was begun immediately and, in 1874, the Remington Model No. 1 was produced, which was the first practicable commercial typewriter. The typewriter was not a success at once, but gradually gained in popularity. (See chapter on Ilion).

In 1873, the Schenectady and Duanesburg Railroad was completed. This became later the Schenectady branch of the D. & H. and gave Schenectady a railroad outlet to the Schoharie and Susquehanna valleys.

In 1874, the Shipmans moved their spring and axle works from Springfield Center to Fort Plain. This industry became the largest spring and axle works in the world. It was removed to Chicago Heights, Illinois, in 1894.

In 1874, Alfred Dolge came to Brockett's Bridge, present Dolgeville. In 1875, he purchased a discontinued tannery plant there and started manufacturing operations which developed into felt, felt shoes, piano cases, piano sounding boards, and piano hammer factories. Dolge was one of the most remarkable indus-

trial geniuses who ever lived and worked in the Mohawk Valley. Although Mr. Dolge became financially involved in 1898, the industries he founded are in a thriving state today, and make Dolgeville an interesting and important industrial center of the Mohawk Valley. Although felt is no longer manufactured at Dolgeville it is the largest producer of felt shoes in the United States. The felt shoe industry has also been instituted in the adjoining towns of Little Falls and St. Johnsville. (See chapter on Dolgeville).

In 1874, the famous old wooden covered bridge, crossing the Mohawk River at Schenectady, was torn down and the Remington Bridge Works of Ilion, built the present (1925) highway bridge on the old bridge's stone piers. This bridge now carries the tracks of the Schenectady Railways Co. The Schenectady river bridge was a toll bridge, from the time of its first building, in 1808, to March 11, 1920, when tolls were abolished.

In 1876, besides the great Centennial exhibition at Philadelphia, a series of country-wide Revolutionary centennial celebrations was inaugurated. On August 6, 1777, the centennial of the battle of Oriskany was celebrated on the battlefield. Special trains were run and the occasion brought a big crowd. The celebration was the beginning of the awakening of public interest in the wonderful history of the Mohawk Valley, which has continued to the present time. A movement was soon afterwards inaugurated by the historian, Jeptha R. Simms of Fort Plain, to erect a suitable monument on the battlefield, which was successful. The Oriskany centennial was the only celebration of the many important Revolutionary events which transpired in the Mohawk Valley.

In 1876, the Fonda, Johnstown and Gloversville Railroad extended its line to Northville, on the Sacandaga River.

In 1876, Senator Roscoe Conkling, of Oneida County, was a candidate for the Republican presidential nomination, in which effort he was unsuccessful. Rutherford B. Hayes secured the nomination and election over the Democratic candidate, Samuel J. Tilden, in a close and bitterly contested election.

In 1878 the manufacture of brass began at Rome. In that year the Chenango Canal was abandoned. Its course ran, from the Erie Canal at Utica southward along Oriskany Creek and the Chenango River, to Binghamton.

Nelliston, Montgomery County, received a village charter in 1878.

In 1879 Clinton Liberal Institute removed from its former

location at Clinton and occupied the remodeled building of the Fort Plain Seminary at Fort Plain, which latter institution had been discontinued. Clinton Liberal Institute had an active educational existence until it was destroyed by fire in 1900.

In 1879, the Oriskany Battlefield Monument was erected. It stands on a sightly location and is seen from the north and south shore Mohawk Turnpikes, the New York Central Railroad, the Utica-Rome electric railroad and the Barge Canal. It has been the scene of many Valley patriotic gatherings.

The manufacture of dairy preparations was begun at Little Falls in 1881. Middleburg and Richmondville, both in Schoharie County, became villages in 1881.

From 1879 to 1883 the West Shore Railroad was constructed, running along the south shore of the Mohawk River, from South Schenectady to Utica and westward. It seriously disfigured the village of Canajoharie and its original line took in all of the east side of Canal Street, Fort Plain, which would have eliminated a great part of the town's business district. The railroad company was induced to change the route to one on the flats, which proved much better both for the road and the town. The line through the Little Falls Gorge necessitated a great amount of blasting along the face of the cliff known as Lover's Leap. On the opening of the road in 1883, there was a serious accident to the first east and west trains, which were supposed to pass at Fort Plain, as only one track was then completed. The trains met in a head-on collision in the cut at Diefendorf Hill. Several people were killed and many injured. It was an inauspicious opening for a road which never proved a success. The line was absorbed by the New York Central Railroad January 1, 1886. The West Shore and New York Central tracks, from Albany to Syracuse, constitute the Central's Mohawk Division, both roads being operated from one train dispatcher's office. The two lines, (New York to Buffalo), form the only six-track railroad in the world. The West Shore railroad shops at first were established at Frankfort. They were later removed to Depew.

The defeat of United States Senator Roscoe Conkling of Utica, for the Republican nomination for president in 1876, started influences which affected national politics and American history, during the ensuing fifteen years. These political influences emanated from the Mohawk Valley and, largely, from four men who were residents or former residents within its borders. These were United States Senator Roscoe Conkling of Utica, United States Senator Warner Miller of Herkimer, President Grover

Cleveland, formerly a resident of Clinton and Holland Patent. Oneida County: President Chester A. Arthur, a graduate of Union College, Schenectady, in 1848. The first three, Conkling, Miller and Cleveland, were the great influences upon our national politics and it is interesting to note that Conkling and Cleveland, at one time, were living within ten miles of each other in Oneida County and that, after 1865, Miller was located at Herkimer, Herkimer County, only fifteen miles distant from the home of his later rival, Conkling, in Utica. These three men, who were to shape the history of the United States, in the last quarter of the Nineteenth Century, were not only residents (at one time or another) of the Mohawk Valley but resided in a very limited area of the Valley—not more than twenty-five miles apart.

The presidential campaign of 1880 brought on a crisis in National Republican politics, which had previously been largely dominated by Conkling. His political opponent, James G. Blaine, was the chief aspirant for the nomination. Senator Conkling probably realized that he could not secure the nomination and so he backed the candidacy of General and ex-President U. S. Grant. Conkling controlled the New York delegation to the convention and brought about their instruction to "use their most earnest and united efforts to secure the nomination of U. S. Grant."

Both Grant and Blaine failed of the nomination after a hot fight in which the third term issue was most bitterly fought over—perhaps for all time. James A. Garfield, of Ohio, was nominated and elected president while Chester a Arthur of New York became vice-president. Garfield's leanings were toward the Blaine element, while Arthur's affiliations were with the Conkling branch. One of the most violent partisan struggles, in this history of the United States, now began with Conkling and Blaine as the opposing leaders. Conkling's partisans became known as the "Stalwarts" while Blaine's were called the "Half-breeds." The crisis came when President Garfield nominated State Senator W. H. Robertson, Collector of the Port of New York. He was opposed by the Conkling party machine of New York. Vice-President Arthur of New York, the two United States Senators from New York, Roscoe Conkling and Thomas C. Platt, and Postmaster-General Thomas L. James of New York State, joined in a request for the withdrawal of Robertson's name. President Garfield refused to bow to this party machine dictation, whereupon Conkling and Platt resigned on May 14, 1881, and left Washington.

President Garfield's attitude was almost epochal in our poli-

tics, marking a change from the machine rule and dictation which had marked Republican presidential policies since Lincoln's assassination in 1865.

The political situation caused great interest and considerable excitement throughout the country. Since the Civil War, machine party rule by both political parties, had been accepted as a matter of course by the American people and the new turn of affairs became decidedly interesting.

Conkling and Platt, became candidates for re-election in the New York State Legislative session. Between May 31 and July 17, forty-eight ballots were taken, Warner Miller of Herkimer and Elbridge G. Lapham, being elected United States Senators from New York on that date.

Instead of quieting this bitter controversy this second defeat of Conkling's machine, made the battle rage even more violently. On July 2nd, a lunatic named Giteau, made violent by this fury of public opinion, shot and mortally wounded President Garfield, who died on September 19th. Vice-President Arthur succeeded him, giving Conkling once more national power. Garfield's tragic death had no effect in stilling the Republican battle, which was solely caused by the vain ambitions of two individuals, Blaine and Conkling, whose animosities were at a point where they seemingly would have wrecked the country to secure a triumph or revenge.

The Republican machine was triumphant in nominating Judge C. J. Folger for governor of New York in 1882. Charges of fraud in the convention were made and Grover Cleveland, the Democratic nominee (formerly of Clinton) was elected by the then unprecedented plurality of 193,000 votes. Cleveland's triumph of 1882 made him the nominee of his party for president in 1884 and he was elected over James G. Blaine in a very close contest. The election depended upon New York State and Cleveland carried it by a little over one thousand votes. Oneida County, home of Roscoe Conkling and a normally Republican county, gave Cleveland over a thousand plurality. The Republicans called for a recount and the bitterness of partisan feeling is shown by the fact that Conkling became attorney for the Democratic party in the contest. The recount gave the election to Cleveland. Grover Cleveland's election has been called one of the greatest American triumphs for popular government, by a leading Republican statesman (in 1924). United States Senator Warner Miller of Herkimer was defeated for re-election in 1887, in another bitter fight. Roscoe Conkling died in 1888.

The partisan battle, in the Republican ranks did not die out until the re-election of President McKinley in 1896.

The bolt of the Progressives from the Republican party in 1912 has been the only partisan struggle comparable with the Stalwart-Half-breed of the years between 1880 and 1888, and the Progressive defection lasted but one or two years and the breach was soon healed. Another Mohawk Valley and Oneida County man, Senator Elihu Root, bore an important part in this second conflict, as later pages will show.

Senator Conkling's handsome stone mansion stands in Rutger Park, Utica, while another stone mansion, built by Senator Warner Miller stands on the western edge of the village of Herkimer. It is difficult to realize, at this time, that these two valley homes were the residences of men who fought in one of the most bitter and senseless partisan affrays which have ever endangered our existence as a nation. There were no great principles back of this struggle on either side—merely the vain human endeavor to shine, lead and control other men. It is significant of our advance in politics that present-day political leaders are compelled to advance some reasons of public policy for their election and success, rather than openly appealing to the prejudices and passions of their partisans.

In 1885, the present Mohawk and Malone Railroad was built from Herkimer to Remsen. It is now part of the New York Central Railroad.

In 1885, Amsterdam became a city and Holland Patent, Oneida County, received a village charter.

In 1886, the manufacture of typewriter cabinets began at Herkimer for the Remington typewriters. Later, desks were made and this industry has developed until Herkimer is now the desk manufacturing center in the United States. (See the chapter on the history of manufacturing in the Mohawk Valley.)

In 1886 the Edison Electric Co. removed from New York to Schenectady. This was the beginning of the vast electric works in that city, which have made it the chief electrical manufacturing center of the world and the manufactory the largest single industry in the State of New York. In 1892, this organization became the General Electric Co., which changed the Schenectady of 1886, from Old Dorp, with its 18,000 Mohawk Dutch population, to a city of over 100,000 people in 1925. (See the chapters on Schenectady and the General Electric Co.)

In 1887, the manufacture of copper began at Rome. This has developed into the city's greatest industry and made Rome one of

the chief copper manufacturing centers of the country. In 1925, ten per cent. of all the copper manufactures of the country were made at Rome. In 1887 the making of knit goods began at Fort Plain.

High water and ice knocked down the Fort Plain bridge stone piers and carried away the bridge in 1887. Following this the present iron bridge was built, one of the longest single span bridges in the Mohawk Valley.

In 1889, the manufacture of player pianos and piano actions began at St. Johnsville.

In 1890, Gloversville became a city. Poland and Middleville, Herkimer County, and Waterville, Oneida County, received village charters in this year.

In 1891, the Beech-Nut Packing Company of Canajoharie, had its inception in a small concern started there for the curing of hams. This has developed into one of the leading industries of the Mohawk Valley, with model factories, which are annually visited by thousands of visitors.

In 1891, Dolgeville was incorporated as a village.

Hagaman, Montgomery County, became a village in 1892.

In 1892, the Little Falls and Dolgeville Railroad began operation.

The first St. Johnsville factory for the manufacture of knit goods started operations in 1892.

On May 21, 1891, the cornerstone of the Masonic Home at Utica was laid by John W. Vrooman, Grand Master of Masons in the State of New York. It was dedicated on October 6, 1892, by James Ten Eyck, Grand Master.

The last covered bridge over the Mohawk was that at St. Johnsville, which was replaced by the present iron structure about 1895.

Little Falls and Johnstown both received city charters in 1895. In that year the first college course in electrical engineering was established in Union College, Schenectady. Schoharie, Schoharie County, was chartered as a village in 1895, and Mayfield, Fulton County, in 1896.

In 1896, a monument, 60 feet in height, was erected over the grave of General Nicholas Herkimer at his home at Fall Hill, about three miles east of Little Falls. In recognition of General Herkimer's heroism, the Continental Congress, in 1777, appropriated $500 for a monument to be erected to the brigadier's memory, but the money was never expended. In 1847 Warren Herkimer (son of Joseph Herkimer, grandson of George and

grandnephew of the General) placed a headstone on the grave of the hero of Oriskany, this being his first monument. Through the agitation of the Herkimer and Oneida county historical societies and the Valley D. A. R. chapters, the New York State Legislature in 1895 and 1896, appropriated $5,500 for a monument here to General Nicholas Herkimer. The present granite obelisk, 60 feet high, and the stone wall, around the burial plot, were erected and dedicated in 1896 with imposing Masonic exercises. Col. John W. Vrooman, president of the Herkimer County Historical Society, was the president of the General Herkimer Monument Commission. The obelisk can be seen for several miles from the New York Central Railroad and the Mohawk Turnpike.

Dolgeville was the pioneer town in hydro-electric development in the Mohawk Valley. The first hydro-electric power plant in the Mohawk Valley was established at Dolgeville in 1897. This is now a plant of the Utica Gas and Electric Co. This was the beginning of hydro-electric development in the Mohawk Valley, which is now one of the most highly developed water power regions in the United States. In 1898, the hydro-electric power plant at Beardslee Falls, East Creek, began operations. St. Johnsville was its first customer and the first Mohawk River town to use electric light and power hydro-electrically generated.

West Winfield, Herkimer County, became a village in 1898.

The Spanish-American War broke out in 1898. All the Mohawk Valley National Guard units were engaged in the service of the United States army in this conflict. A number of men also enlisted for service at the different recruiting stations opened in the Mohawk Valley. For the activities of our Valley Guard in this war, see the chapters on the National Guard companies of Schenectady, Amsterdam, Gloversville, Mohawk and Utica.

In 1899 President McKinley appointed Elihu Root of Clinton, Oneida County, Secretary of War. Although Mr. Root had been prominent as a lawyer and in the Republican party, this was the beginning of his career as one of the most distinguished and constructive statesmen America has produced.

The last year of the Nineteenth Century in the Mohawk Valley was punctuated by the burning of Clinton Liberal Institute, at Fort Plain, in 1900. The main building was completely destroyed, ending the activities of a Middle Mohawk Valley school, which had existed for nearly half a century.

CHAPTER 91.

HISTORY OF THE MOHAWK VALLEY FROM 1900 TO 1925.

OUR VALLEY RECORD FROM THE BEGINNING OF THE NINETEENTH CENTURY TO THE YEAR OF THIS PUBLICATION—PERIOD OF ELECTRICAL, AUTOMOBILE AND HIGHWAY DEVELOPMENT—HON. ELIHU ROOT AND OWEN D. YOUNG, TWO VALLEY STATESMEN WITH WORLD-WIDE INFLUENCE—ROOT HELPS FORM THE WORLD COURT—YOUNG, A MEMBER OF THE 1924 DAWES REPARATION COMMISSION AND THE FIRST AGENT GENERAL OF REPARATIONS—1925, THE DEEPER HUDSON AND VALLEY SHIP CANAL POSSIBILITIES—1927-1983, REVOLUTIONARY SESQUICENTENNIALS—1925, ECLIPSE, COLD WAVE, RECORD SNOWFALL AND EARTHQUAKE.

Each of the four periods covered in the four general chapters on the history of the Mohawk Valley from the close of the Revolutionary War to 1925, is marked by some distinctive characteristics which have been recounted in each of the chapters mentioned.

Aside from the dominating fact of the World War (1914-1918) the outstanding Mohawk Valley features, in the years from 1900 to 1925, have been developments in electrical power and transportation. The marvelous rise of the automobile and the development of a system of automobile highways somewhat overshadow the growth of other transportation systems and methods, in the public mind.

Besides the evolution of the automobile passenger cars, freight trucks and bus lines, and the consequent improvement of our Valley road system, there have been other important developments in the New York Central Railroad and electric trolley lines, besides the great waterway route created through the Mohawk Valley by the construction of the New York State Barge Canal in the years from 1905 to 1918.

One of the greatest industrial developments of the Twentieth Century in the Mohawk Valley as elsewhere, has been the growth of the electric industry and the establishment of hydro-electric power plants and their water storage and artificial reservoir systems. The latter subject has brought forward the consideration of a unified storage system of the waters of the Mohawk River and its tributaries. Because of the location of the General Electric Company at Schenectady in 1886, and its subse-

quent marvelous growth, the Mohawk Valley has played a great part in the development of the elertical industry which (between 1890 and 1925) is said to have doubled in volume every five years. As stated in "Chapter 97—Hydro-Electric Development in the Mohawk Valley," our Valley is one of the most intensively developed regions in the United States producing electricity by water power and our Mohawk River section forms a great power belt line and an important factor in the rapidly developing super-power system of North America. The 1925 hydro-electric power production of the Mohawk Valley amounted to about 165,000 horsepower, with the main plants on the Mohawk River at Cohoes and on the East and West Canada creeks. Valley public utility steam power production in 1925 came to over 100,000 horsepower, making the total public utility power production in the Valley about 265,000 horsepower in 1925. The Amsterdam steam plant of the Adirondack Power and Light Corporation produces about 80,000 horsepower (in 1925) with an ultimate capacity of 300,000 horsepower. By 1935 public utility companies will probably be producing over 500,000 horsepower in Mohawk Valley hydro-electric and steam plants. The ultimate development of electrical power uses is not yet (1925) in sight. Power lines are being continually built from the trunk lines out into farming sections and villages and communities distant from our great Mohawk River transportation, power and light belt line. The uses of electricity for power and small manufacturing on the farm are self-evident, while small communities reap great benefits. A great part of the future electrical development of the world will emanate from the laboratories of the General Electric Company at Schenectady, just as it has in the past. Radio and other electrical features are in a state of constant improvement at the hands of the scientists of this company, from which the radio station of "WGY" tells to the air many of the marvels of electrical invention, in which the Mohawk Valley stands at the forefront in the world of scientific creative development.

More important than these material things, in a way, has been the active, constructive work of two Mohawk Valley men looking toward world amity and understanding, as well as a practicable solution of the international difficulties arising as an aftermath of the World War. History will give a high place in the annals of constructive American statesmanship to Elihu Root and Owen D. Young, both natives of the Mohawk Valley—Mr. Root a native of Clinton, Oneida County and Mr. Young of Van Hornesville, Herkimer County. They are two big men who have come from

MAP OF SCHOHARIE COUNTY, SHOWING TOWNSHIPS AND RAILROADS

From the Agricultural Manual of New York State.

small places, and the Mohawk Valley is justly proud of their achievements.

Senator Root has been an active figure in national and international affairs, from his appointment as Secretary of War by President McKinley in 1899. Owen D. Young's public services only date from his appointment on the committee of experts on reparations, appointed by Mr. Coolidge, a friend of Mr. Young, which subsequently became known as the Dawes Commission, because General (now Vice-President) Dawes was made its chairman. Although Mr. Young's career as an international statesman has been short, his effective and successful work, combined with an unusual personality, has made him both famous and popular with the American public. Mr. Young's long record as an executive handling great business affairs and his demonstrated constructive efficiency give promise of a brilliant public career for this unusually gifted son of the Mohawk Valley. See the biographies of Elihu Root and Owen D. Young in the Biographical section of this work.

Hon. Elihu Root was reappointed Secretary of War on March 5, 1901, when President McKinley was inaugurated for a second term. He later resigned this office. On July 1, 1905, President Roosevelt appointed Mr. Root as his Secretary of State, following the death of John Hay, the former Secretary.

In 1906, Secretary Root made his famous tour of the South American republics, on the U. S. S. Charleston. This voyage was made with the object of bringing about closer and more amicable relations between the United States and its South American neighbors and was thoroughly successful in this regard, due to the broad vision and marvelous diplomacy of the Secretary.

The Canajoharie-Palatine Bridge river bridge was burned in 1901. It was rebuilt in 1902 and reconstructed, by the State in 1912, during the building of the Barge Canal.

Yorkville became a village in 1902 and Scotia secured its village charter in 1904. In this work, Yorkville is considered as part of Utica and Scotia as a part of Schenectady. Cold Brook, Herkimer County, became a village in 1903.

October 1, 1902, the present Mohawk and Oneonta electric railroad was opened. It runs from Herkimer and Mohawk south through Jordanville, Richfield Springs, Canadarago Lake to Oneonta with a branch to Cooperstown on Otsego Lake.

In 1905, Barge Canal construction began on all three divisions, Erie (Buffalo to Waterford), Oswego (Three Rivers to Oswego), and Champlain (Waterford to Whitehall).

In 1905, the State purchased Guy Park, Amsterdam. In 1920 it was turned over to the Amsterdam Chapter, D. A. R., for use as a historical museum, which it is at present. In 1905, Gen. J. Watts De Peyster purchased Fort Johnson and presented it to the Montgomery County Historical Society, which now uses it as historical museum, housing fine Indian, Colonial and Revolutionary collections. In 1907, the State purchased Johnson Hall at Johnstown and made the Johnstown Historical Society its custodian. In 1925, the Johnson Hall grounds were being improved by the parking of the space at the rear of the Hall. Both Fort Johnson and Johnson Hall are annually visited by thousands of interested tourists, as is Guy Park at Amsterdam as well. The Mohawk Valley is particularly rich in its four Colonial historical museums, including the foregoing and the General Herkimer Home, while the Van Alstyne House (Fort Rensselaer Club) at Canajoharie, might well be added, making five Colonial Valley museums all located in houses of national historic importance.

October 3, 1906, work was commenced at Cranesville, Montgomery County on the Mohawk River section of the Barge Canal.

Herkimer celebrated its centennial as a village in 1907, when Senator Warner Miller presented a spirited bronze statue of General Herkimer to the town. The statue was the work of Burr Miller, a sculptor and the son of Senator Miller. It stands in Myers Park, Herkimer, and is not only the finest work of art ever produced by a Mohawk Valley man but it is one of the most striking military statues in the United States.

In 1908, Hon. William H. Taft of Cincinnati, and Hon. James S. Sherman of Utica were elected President and Vice President on the Republican ticket. (See the biography of Vice-President Sherman in the Biographical section of this history.)

Fort Johnson, Montgomery County, became a village in 1909.

Hon. Elihu Root was elected United States Senator from the State of New York in 1909.

In 1909, there were 18,457 farms in the Mohawk Valley producing crops, milk, etc., with an annual value of $30,000,000, exclusive of lumber (U. S. Census, 1910).

In 1910, the population of the six Mohawk Valley counties was 424,704, compared with a population of 9,113,614 in New York State.

In 1910, the fine concrete bridge, carrying the Mohawk Turnpike over East Creek, was built. It was designed by Charles Scott of Fort Plain.

In 1911, Harry N. Atwood made the first American aeroplane

journey of over 1,000 miles, flying from St. Louis to New York City. He flew from a point a short distance west of Syracuse to Nelliston, opposite Fort Plain, a distance of 95 miles, on August 22, 1911. He remained in Fort Plain over night and passed eastward down the Mohawk Valley on August 23, 1911, making a short stop for repairs near Glen, south of Fultonville. This was the first aeroplane flight through the Mohawk Valley and was witnessed by thousands of spectators. (See the chapter on Atwood's flight.)

In 1911, the city of Little Falls held a celebration of its centennial as a village, at which time a pageant was held with relation to the town's centennial and also with regard to the completion of the Little Falls Big Lock of the Barge Canal. This lock, with a 40½-foot lift, is the greatest lock on the western hemisphere, exceeding any on the Panama Canal. The Little Falls pageant drew many thousands to the city and the occasion was a notable one.

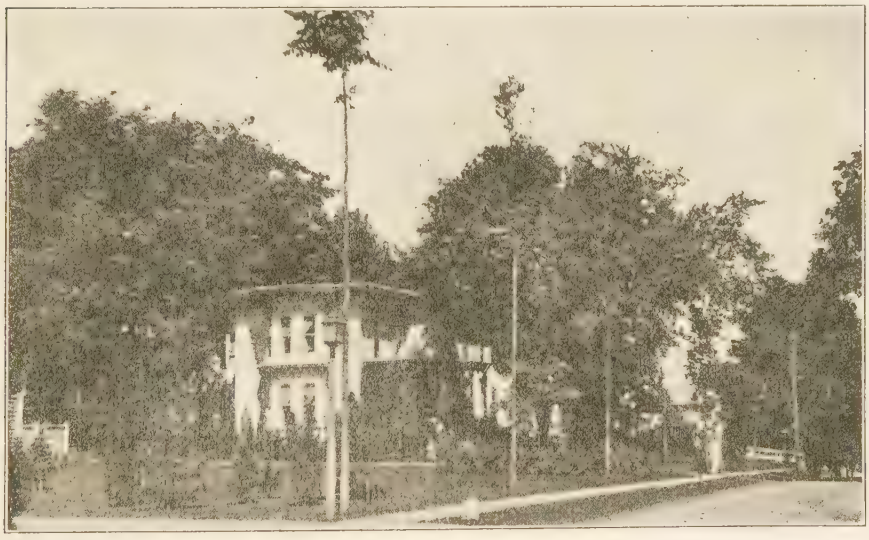
In 1912 there were 1,321 factories in the six Mohawk Valley counties, with 88,271 operatives producing manufactured goods of an annual value of $200,000,000. The chief manufactures were electrical apparatus, knit goods, gloves, white goods, rugs and carpets. (New York Department of Labor Statistics.)

In 1912, the Republican National Convention renominated William H. Taft for President and James S. Sherman as Vice President. The Progressives nominated Theodore Roosevelt for President and Hiram Johnson for Vice President. The Democratic convention nominated Woodrow Wilson for President and Thomas Marshall for Vice President. Because of the defection of Roosevelt from the Republican party, Wilson and Marshall were elected. Vice President Sherman died at his home in Utica, shortly before the day of the national election. Hon. Elihu Root was both temporary and permanent chairman of the Republican National Convention and it is not too much to say that his masterly strategy and command of the political situation then saved the Republican party from a collapse almost as serious as that which ended the Whig party prior to the campaign of 1856.

From 1909 to 1915, Senator Root was a member of the Alaskan boundary tribunal, which held sessions for the consideration of the settlement of this boundary between the United States and Canada. Senator Root was largely instrumental in bringing this issue to a satisfactory conclusion. In 1910, Senator Root was counsel for the United States in the North Atlantic fisheries arbitration on which a satisfactory settlement was concluded be-

HOME OF SENATOR ROOT

Facing the Hamilton College campus on which Hon. Elihu Root was born in 1845. It stands on an estate of varied and unusual landscape beauty. Photo by Frey, Utica.



HOME OF OWEN D. YOUNG, VAN HORNESVILLE

On the famous Otsquago Trail (from Fort Plain to Otsego Lake), 12 miles south from Fort Plain. Mr. Young (chairman board of directors General Electric Co., American Radio Co., etc.,) was one of three members of Dawes Commission which (1924) prepared German war reparations plan, Mr. Young being first reparation agent general. Beautiful village park and lakelet in front of house. Otsquago Trail, one of finest main scenic touring routes, runs through the wild, picturesque Van Hornesville gorge.

tween the United States and Canada. In the same year, Elihu Root was made president of the Carnegie Institute for International Peace. In 1913, Senator Root was made president of the Hague Tribunal of Arbitration, and in 1915 he was elected chairman of the New York State Constitutional Convention. A constitution was framed by this convention but was defeated at the following election, because of politics. It was not defeated on its merits, because probably not one voter in ten had read it prior to passing upon it.

In 1912, the state reconstructed the Canajoharie bridge, during Barge Canal building.

In 1912, the Mohawk Valley Chapters, Daughters of the American Revolution, marked the route of the march of General Nicholas Herkimer from his Fall Hill home to the battlefield of Oriskany. The first marker stands on the northern side of the General Herkimer Home, while the last marker is on the field of Oriskany, where the mortally wounded American commander sat under the beech tree and gave the orders which insured final victory. The markers were located at all important points of this famous and historic march, including the General's birthplace just east of Fort Herkimer. These handsome markers are of granite, with a map of Herkimer's march and an inscription appropriate to each locality, in bronze on the face of the upright stone. Several of the markers are illustrated in this volume. The series of monuments is a great credit to the patriotic spirit and enterprise of the Daughters of the American Revolution. The journey from the General Herkimer Home to the Oriskany battlefield was made by automobiles, on the occasion of this unveiling and large crowds were drawn to the points marked by the exercises and addresses which were given at each marker. The occasion was a red-letter day for the patriotic spirit and historical interests of the Mohawk Valley.

In 1913, the General Herkimer Home with the farm of 160 acres was purchased by the State of New York and made into a state reservation or park. It has been finely restored and is annually visited by a large and increasing number of tourists and Valley people. It is a favorite meeting place for Valley patriotic and historical societies. The home and park is managed by the Herkimer Home Commission. As its chairman, Col. Frank West of Mohawk, did a great work in the restoration of the house and improvement of the grounds, up until his death in 1923. Colonel West was an Army officer with a splendid record in Indian war-

fare on the plains and, for gallant services, was awarded the Distinguished Service Cross.

A new bridge was built over the Mohawk at Amsterdam in 1913.

In 1914 the village of Oriskany was chartered.

The fine concrete Turnpike and electric railway bridges, over the West Canada Creek at Herkimer, were built about 1915.

The centennial of the birth of Elizabeth Cady Stanton was celebrated by suffrage organizations all over the United States in 1915. That held at Johnstown, the birthplace of the pioneer suffragist, was particularly noteworthy.

In 1916, Sherrill, Oneida County, received a city charter, at that time being the smallest city in the state, with 1,400 population.

In 1918, the Barge Canal was completed. It had notable use in this, the last year of the World war, in the transit of submarine chasers, etc.

The World War began its dreadful course in 1914, and soon the industries of the Mohawk Valley were helping the Allies win the war by turning out vast quantities of supplies, arms and ammunition for the Allied armies.

Two of the greatest factors in the final success of the Allies were the Remington Arms Co. at Ilion, which manufactured hundreds of thousands of Lee-Metford rifles, improved from the original Lee rifle perfected at Ilion in 1874. The Savage Arms Co. at Utica was possibly even more of a factor in Allied victory, for it made the Lewis machine guns in such quantities that, at one time its production was two-thirds of that of all the English and Canadian Lewis machine gun factories combined. It would seem as if the same American ingenuity which accomplishes such marvels in time of war were applied as intensively to the solution of the problems of peace, that much would be gained for humanity.

In 1917, the United States entered the World War and its great and winning effort, with cumulative force, endured until Armistice Day, November 11, 1918. The history of the World War in connection with the Mohawk Valley would require a volume as large as the one we mentioned in connection with the Civil War. The intensive industrial effort of our Valley factories continued, with America now getting the major part of the supplies and arms produced.

It is estimated that 25,000 Americans from the Mohawk

Valley were in the service of the United States Army and Navy during the World war.

The valiant service performed by our Valley National Guard companies is recounted in the chapters given to the Schenectady, Amsterdam, Gloversville, Mohawk and Utica units.

All the Mohawk Valley National Guard companies were generally incorporated in the Twenty-seventh Division which broke the Hindenburg line and started the German armies on their retreat to defeat. The Valley Guard companies were replaced by depot units which did valuable guard duty. Many of these depot company recruits were men over the military age.

The Mohawk Valley drafted men served in a number of different units, some being placed in the 77th (New England) Division.

Our boys in brown and boys in blue were strongly backed by the home folks of the Mohawk Valley. Sacrifices were gladly made to help the great national effort for victory. The Liberty Loan, Red Cross and other drives were splendidly backed up. The people of the Mohawk Valley can look back with pride upon their World War record. It certainly was a grand two years when we all sank partisanship and prejudice and were nothing but Americans. It might be said that the same spirit of American cooperation and national service is more needed now in time of peace, when it is hard, than in time of war when it is easy.

In 1917, President Wilson appointed Hon. Elihu Root of Clinton, Oneida County, as ambassador extraordinary to Russia, to investigate war conditions in that country and to extend the support of the United States to Russia's World War effort. The mission was frustrated by the Bolshevik Revolution. In 1918, Senator Root was appointed chairman of the War Savings Investment Society, a position which he holds today (1925).

In 1920, the Council of the League of Nations invited Hon. Elihu Root to join a commission to frame the provisions for an International Court of Justice. Senator Root accepted, journeyed to the Hague, Holland, and was a prominent figure in the proceedings which finally created the present court, to which both President Harding and President Coolidge have assiduously directed the attention of the people of the United States.

About 1920, work was begun on the Great Western Gateway Bridge spanning the Mohawk between Schenectady and Scotia. Completion of the bridge seems probable in 1926. The old Scotia highway bridge was a toll bridge until 1920—the last in the Valley.

STATUE OF VICE-PRESIDENT SHERMAN

On the north side of Genesee street, at the junction of the Parkway. Photo by Frey.

In 1920, the Mohawk Valley Historic Association was formed at a gathering of patriotic and historical societies of the Valley, held at the General Herkimer Home on August 6th, the 143rd anniversary of the battle of Oriskany. Col. John W. Vrooman was instrumental in the creation of this body which promises so much for patriotic American service and the historical interests of our Valley.

The 1920 population of the six Mohawk Valley counties was 481,315.

The DeWitt Clinton train, which ran over the Mohawk and Hudson Railroad in 1831, was taken westward to Chicago over the New York Central Railroad in 1921. This train also made the initial trip over the Utica and Schenectady Railroad in 1836. A few very aged persons, who saw the trip of 1836, saw the same train pass westward through the Mohawk Valley in 1921, eighty-five years later. Large crowds assembled at the Central stations to witness the passing of this historic train. In this same year the DeWitt Clinton train ran under its own steam on the New York Central Railroad tracks in New York City, a distance of a mile or more.

In 1922 WGY, the internationally famous broadcasting station of the General Electric Co., first went on the air. It is one of the pioneer stations of the country.

In 1922, the Soldiers' and Sailors' Hospital at the Masonic Home in Utica was dedicated with imposing exercises. The dedication was marked by a parade of 20,000 Masons, the greatest ever held in the Mohawk Valley. In the fall of the same year the World War memorial sculpture group standing to the north of the hospital was presented by the Italian Masonic lodges of New York City.

In 1922 a celebration of the two hundredth anniversary of the settlement of Palatines and the granting of the Stone Arabia patent was held in the Stone Arabia Reformed Church, built in 1788, which stands four miles north of Canajoharie. These celebrations were more or less general as the first Palatine settlement was made at Stone Arabia in 1712 and the Stone Arabia patent was granted in 1723.

On September 8 and 9, 1922, the city of Johnstown celebrated the sesquicentennial of the founding of Tryon County and the making of Johnstown its county seat. A beautiful pageant of the period of 1772 was held on the lawn at Johnson Hall, attended by Governor Miller, whose Holland Dutch ancestors settled just west of Johnstown prior to the Revolution. Governor Miller ad-

dressed the large crowd present. Attractive pageant costume scenes were held at the courthouse and elsewhere in Johnstown. The occasion awakened great historic interest among the people of the Mohawk Valley and reflected great credit upon the city of Johnstown and its people. (See the chapter on the city of Johnstown.)

The river bridge, between Fonda and Fultonville, had been destroyed by being struck by a Barge Canal boat. In 1923, a new bridge had been completed.

In 1923, a statue of Vice President James S. Sherman was unveiled on Genesee Street, facing the Parkway, in the city of Utica.

The semi-centennial of the beginning of work on the first Remington typewriter was celebrated at Ilion in 1923. Among the speakers were Governor Smith, Colonel Vrooman and Owen D. Young. Shortly after the Reformed churches of Herkimer and Fort Herkimer celebrated the two hundredth anniversary of the founding of their church societies. The occasion was somewhat of the nature of a celebration as well, of the two hundredth anniversary of the settlement of the Palatines on the German Flats in the Upper Mohawk Valley.

In 1924, President Coolidge appointed Owen D. Young, of Van Hornesville, a member of the later named Dawes Reparation Commission, the other members being General Rufus M. Dawes, of Chicago, and Henry M. Thompson, of Los Angeles. Mr. Young is the chairman of the board of directors of the General Electric Company and of the Radio Corporation of America. The object of the commission was to consider the whole matter of German reparations and to evolve a practicable plan of payment. The commission's work was successful and its plan was accepted by the Allies and Germany. Mr. Owen D. Young served as the first Agent General of Reparations for a period of several months and put the plan in working order. He returned to America and, in December, 1924, was given a great dinner by the business men of New York City at which Mr. Young made a notable address.

Mr. Young occupies a handsome home opposite the beautiful park he created at Van Hornesville in 1924. It has a miniature lake created by damming the waters of the Otsquago in the glen in which the little village lies.

In 1924, the great dirigible airship, the Shenandoah, passed westward through the Mohawk Valley, Gateway to the west, thus

completing our history of three centuries of water, land and aerial transportation.

On August 27, 1924, the sesquicentennial celebration of the first meeting of the Tryon County (Palatine District) Committee of Safety was held in the Fort Rensselaer Club in the Van Alstyne house at Canajoharie. The Van Alstyne house was the favorite meeting place of this historically important committee. State Historian Alexander C. Flick addressed the large audience which attended. The arrangements for this celebration were perfected by Mr. Harry V. Bush, of Canajoharie, representing the Montgomery County Historical Society.

The 1925 population of the six Mohawk Valley counties is estimated at over 500,000; Schenectady at 100,000; Schenectady City District, 115,000; Utica, 110,000; Utica City District, 130,000.

One of the most interesting and notable persons in the Mohawk Valley in 1925 is Grandma Filkins. On May 4, 1925, she will pass her 110th birthday. She has never ridden in a trolley car or a railroad train, which may account for her equable and generally pleasant disposition. She was born Delina Ecker near Starkville and all her long life has been spent on the hills of Herkimer County at Starkville, Jordanville and Van Hornesville. Delina Ecker was ten years old when the Erie Canal was completed in 1825. She was sweet sixteen when the DeWitt Clinton made its first trip from Albany to Schenectady in 1831 and she was a married woman of twenty-one, when the same train made the initial run over the Utica and Schenectady Railroad in 1836.

At the close of the last historical period chapter it is stated that its end was punctuated by a fire which, in 1900, destroyed Clinton Liberal Institute, Fort Plain. The end of the 1900-1925 period, which is here described, was punctuated with four exclamation points in the forms of four noteworthy days—an almost total eclipse of the sun on January 24, 1925, a cold wave on January 28, 1925, a record snow storm on January 29, 1925, an earthquake on February 28, 1925. The cold wave broken all known Mohawk Valley records, which had previously stood at 35 degrees below zero. The 1925 record breaker recorded very low temperatures from Amsterdam to Utica. Fort Plain and Freysbush were evidently in the center of the cold wave, Fort Plain recorded 42 degrees below zero while Freysbush registered minus 43 degrees. Inghams Mills had 40 below and Herkimer 42 below.

On the following day, Jan. 29, 1925, the Mohawk Valley had the heaviest fall of snow since the great blizzard of 1888. Twenty-

six inches of snow fell in Fort Plain on the 29th. Railroad, mail, milk and express and freight traffic were tied up for three days and it was a week before some farmers on remote country roads could dig themselves out and bring their milk to market. The belt of heavy snowfall extended from Schnectady to westward of Syracuse.

The winter of 1924-1925 was an unusually severe one. At the time of this writing (March 5, 1925), it promised to break all records for cold. The number of zero days and the zero days of extremely low temperature was very remarkable. From 10 to 30 degrees below zero were recorded on a number of days. This cold was combined with an unusual amount of snow throughout the Valley, lying from three to four feet on a level. The hard winters of Colonial frontier days never exceeded that of 1924-5 in their severity.

The earthquake tremor of February 28, 1925, followed the great fault following the St. Lawrence River and its branch following Lake Champlain and the Hudson River. The quake was somewhat severe about Quebec and along the line of the faults mentioned it caused some alarm and but little damage. It was felt but little in the Mohawk Valley, except at Schenectady where its effects were more marked. A much more violent quake, about 1615, followed the same general lines mentioned.

One of the striking Valley features of 1925, was the passage of a bill in Congress, providing for a deeper Hudson channel of 27 feet from New York to Albany. This has developed a renewal of discussion of a ship canal through the Mohawk Valley to connect this ocean traffic with the Great Lakes.

The Deeper Hudson bill (incorporated in the Rivers and Harbors bill) passed the Senate and was signed by President Coolidge on March 3, 1925. It would seem, at this writing, as though the Mohawk River-Oneida Lake-Oswego River route would eventually be deepened to bring lake steamers to the ocean traffic port, soon to be built at the mouth of the Mohawk.

On the same day that President Coolidge signed the Deeper Hudson measure, the House of Representatives passed resolutions favoring early adherence of the United States to the World Court, by a vote of 301 to 28. Hon. Elihu Root of Clinton, was one of the chief figures in the formation of the World Court.

Plans were on foot in 1925 for a centennial celebration of the opening of the Erie Canal to be observed in the fall of 1925. A program of Mohawk Valley Revolutionary Sesquicentennials was in preparation by a committee of the New York State Historical

Association, having in view a celebration of the most noteworthy events in American history which occurred in the Mohawk Valley. The chief feature will probably be the celebration of the sesquicentennial of the battle of Oriskany on August 7, 1927, in which the whole Mohawk Valley will join. The State Park Commission recommended the purchase of the Oriskany Battlefield as a State park in 1925.

Everything points to a great public tribute to the Revolutionary heroes of the Mohawk Valley in the Sesquicentennial period from 1927 to 1933.

Ames, Montgomery County, secured a village charter in 1924. With a population of less than 200, Ames is probably the smallest incorporated place in the Mohawk Valley.

The A. H. Smith Memorial Bridge, otherwise known as the Castleton Cutoff, was opened in 1924. It connects the Boston and Albany and New York Central Railroad main line with the great Selkirk railroad yards, which extend into Schenectady County at South Schenectady.

In 1924 surveys were in progress for the construction of the great Conklingville reservoir, otherwise known as Sacandaga Lake. This artificial lake will be 35 miles long and form the largest body of water in the Adirondacks. It will flood a considerable part of northeastern Fulton County.

BUSINESS SECTION, MAIN ST., SCHOHARIE, THE COUNTY SEAT OF SCHOHARIE COUNTY.

CHAPTER 92.

HISTORY OF THE SCHENECTADY NATIONAL GUARD COMPANIES.

By Major Jacob S. Clinton, Schenectady.

Schenectady occupies a very prominent place in the recent military history of the Mohawk Valley just as it did in the two centuries preceding the Civil War.

The original armory was built in 1868. The present armory was completed in 1900, on the same site as the first one.

Today the Schenectady Armory is the headquarters of the Second Battalion, One Hundred and Fifth Infantry, N. Y. N. G. Second Battalion, E. F. and Headquarter's companies are located here while the other two battalion companies are Company G, Amsterdam, and Company M, the battalion machine gun company, at Gloversville. Company M, the machine gun company of the Third Battalion, One Hundred and Fifth Infantry, N. Y. N. G., is also located at the Schenectady Armory. The 1925 strength of the Second Battalion is about 385 out of a full strength of 401, which was maintained at camp in Peekskill in 1924.

The present commanding officers of the Second Battalion, One Hundred and Fifth Infantry, are: Major George E. Ramsey, formerly captain of Company E, of which Christopher B. Degenaar is first lieutenant at this writing (1925); Company F, Captain Wm. H. Innes; Company G, Amsterdam, Captain T. Forrest Brown; Company M, Gloversville, Captain B. W. Kearney; Headquarters Company, First Lieutenant Leslie M. Jensen.

The history of the Second Battalion, One Hundred and Fifth Infantry, will be here briefly covered before taking up that of the Schenectady companies. During the Spanish-American War, in 1898, the Second Regiment, N. Y. Volunteers' Infantry, was formed of various units throughout the Mohawk and Hudson valleys. The Second Battalion originally consisted of Company E (Thirty-sixth Separate Company), Company F (Thirty-seventh Separate Company), both of Schenectady; Company H (Forty-sixth Separate Company), Amsterdam, and Company G

(Thirty-first Separate Company), of Herkimer. These units went to Camp Black, L. I., for duty in the Spanish-American War, as the Fifteenth Battalion, New York National Guard, under the command of Major Austin A. Yates, who, prior to this organization, was captain of the Thirty-sixth Separate Company, now Company E. The Fifteenth Battalion was mustered into the United States service as the Second Battalion of the Second New York Volunteer Infantry and served as such during the Spanish War.

In 1901 Company G (Thirty-first Separate Company), of Herkimer, was dropped from the regiment and its place was filled by a new unit which was organized at Gloversville and designated as Company G (Nineteenth Separate Company). Upon the retirement of Major Yates, the command of the battalion was given to Major James M. Andrews, who was captain of Company E during the Spanish War. Major Andrews remained in command of the battalion until promoted to lieutenant-colonel of the regiment in 1914. Colonel Andrews later became colonel of the regiment and commanded it during the World War. On his promotion, Lieutenant-Colonel Andrews was succeeded, in command of the battalion, by Captain Thomas Carney of Company E, who was promoted to major and served as battalion commander until February, 1914, when he died.

Major Carney's place was filled by the promotion of Captain Walter G. Robinson, who also came from Company E. Major Robinson was in command throughout the Mexican border campaign and retained command until the reorganization of the regiment at Spartanburg, in 1917, as the One Hundred and Fifth Infantry during the World War. He was then transferred to the First Pioneer Infantry and was promoted to lieutenant-colonel of that organization, serving in France and Germany with the regiment. When Major Robinson was transferred from the regiment, his place was taken by Major J. Scott Button, who was formerly captain of Company F. Major Button retained command of the battalion for the greater period of the war, until he was transferred to the Army Staff School in Langres, France.

Upon the reorganization of the regiment after the return from the World War, in 1919, the battalion was placed in command of Major Jacob S. Clinton, who had commanded Company E and the Regimental Headquarters Company, during the war.

While the regiment was at Spartanburg, S. C., prior to the departure for France, the Third Officers' Training School was

organized and Major Button and Captain Clinton were respectively assigned as chief instructor and senior infantry instructor of the school, appointments in consideration of general efficiency shown in training. Over 400 officers were graduated from the school and assigned to various units of the army. In this connection, it may be mentioned that 41 commissioned officers of the United States Army in the World War, came from the units in the Schenectady Armory.

Upon the retirement of Major Clinton, January 1, 1925, the command of the battalion was turned over to Captain George E. Ramsey of Company E, who is (at this writing) about to be promoted to the rank of major. Captain Ramsey has been connected with the National Guard since 1895 and served as first sergeant, second lieutenant, first lieutenant, and captain of Company E. He was promoted to the rank of captain during the World War and placed in command of the Headquarters Company of the One Hundred and Fifth Infantry, returning to the United States as captain of that unit.

From 1919 to 1925, when the Battalion was under command of Major Clinton, every commissioned officer of the battalion was a battle veteran and the general standard of battalion efficiency stood at a very high mark. Major Clinton retired at his own request, after a service of 27 years of military service.

Second Battalion commanders since organization of the regiment: Major Austin A. Yates, Major James M. Andrews, Major Thomas Carney, Major Walter G. Robinson, Major J. Scott Button, Major Jacob S. Clinton, Major George E. Ramsey.

Captains of Company E since organization was formed: Austin A. Yates, James M. Andrews, William Purman, Charles Marletti, Thomas Carney, Walter G. Robinson, Jacob S. Clinton, George E. Ramsey, C. B. Degenaar.

Captains of Company F since the organization was formed: Walter Van Voast, Nelson MacDonald, Samuel R. James, Frank Bauder, George Crippen, Albert Wells, J. Scott Button, Herbert D. Crounse, William H. Innes.

Captains of Company M since its organization: Howard Bird, Stewart D. Tiffany, Lewis C. Gibbs, Glenn C. Wasson.

Following are the present, 1925, officers of the Schenectady units:

Company E—Captain George E. Ramsey, First Lieutenant Christopher B. Degenaar.

Company F—Captain William H. Innes, First Lieutenant Leonard A. Bishop, Second Lieutenant Hans Tschudin.

Company M—Captain Glenn C. Wasson, First Lieutenant Arthur J. McGovern, Second Lieutenant Walter Magadieu.

Second Battalion Headquarters Company—First Lieutenant Leslie M. Jensen, Second Lieutenant Earl D. Hamilton.

The following concerns the separate histories of the Schenectady National Guard units.

The first Schenectady Armory was built in 1868 and was the headquarters of the Eighty-third Regiment, New York Militia. The Eighty-third was disbanded in 1876.

Company E was originally the Schenectady Citizens Corps, which was an independent military company, organized in 1876 and entirely composed of Civil War veterans, 81 in number. On June 12, 1880, this organization was mustered into the service of the New York Guard as the Thirty-sixth Separate Company with the following officers: Captain Austin A. Yates, First Lieutenant Oscar Shannon, Second Lieutenant George W. Tompkins. Lieutenant Tompkins had a most distinguished Civil War record and was one of the few American soldiers who have twice been awarded the Congressional Medal of Honor for conspicuous bravery—at Chancellorsville and in the Battle of the Wilderness where it was pinned on his breast by General Grant. Lieutenant Tompkins is living in Schenectady at this writing (1925).

On May 2, 1898, during the Spanish-American War, the Thirty-sixth Separate Company became Company E, Second New York Volunteer Infantry. In the preceding pages it will be noted that the Second Battalion was formed at this time, including Companies E and F and that both companies served together in this battalion in the Spanish War, Mexican border service and in the World War. Both E and F companies, totalling about 250 men each, or 500 together, fought together in the Battle of the Hindenburg Line in the World War. The World War activities of E and F companies, Second Battalion, One Hundred and Fifth Infantry, N. Y. N. G., are considered as one in the following account.

Company E served in the Spanish War under the command of Captain James Madison Andrews (later Colonel Andrews, commanding the Second Regiment, N. Y. N. G.), doing camp duty at Camp Black, L. I., Chickamauga Park, Ga., Tampa and Fernandina, Fla. The E Company officers were: Captain James Madison Andrews, First Lieutenant George De B. Greene, Second Lieutenant Donald J. Hutton. Lieutenant Greene was promoted to battalion adjutant, Lieutenant Hutton became first lieutenant and Charles E. Parsons became second lieutenant. On Nov. 30,

1898, Company E was mustered out of service and returned to the home station.

Captain Jacob S. Clinton, then in command of Company E, on April 15, 1916, requested permission of the adjutant general to recruit his company up to a then war strength of 150 men. This was granted and Captain Clinton's Company E was the first National Guard unit in the United States to be recruited to full war strength of 150 men, fully equipped and on a war footing. The company officers at this time were Captain Jacob S. Clinton, First Lieutenant George E. Ramsey, Second Lieutenant Christopher B. Degenaar.

On June 19, 1916, Company E was called into service and federalized on the Mexican border. Companies E and F both entrained for Camp Whitman, N. Y., on June 24. On July 1, 1916, the companies went to the border with the Sixth New York Division, later the Twenty-seventh Division. The companies covered a hundred miles of Texas border, on what was known as the "merry-go-round," with camps at Mission, Sterling Ranch, McAllen and Pharr, Texas. Companies E and F served on the border until Oct. 20, 1916, when they were mustered out of service.

On March 24, 1917, Companies E and F were called into Federal service, with the Second N. Y. N. G. Regiment to guard public utilities, serving on the Champlain Canal section from Whitehall south to Mechanicville, with headquarters at Fort Edward. The Second Regiment assembled at South Schenectady, Aug. 1, 1917. They left their camp on Aug. 27th for camp at Pelham Bay Park, New York City, later participating in the parade of the New York National Guard down Fifth Avenue. On Sept. 27, 1917, the Second Regiment entrained for Spartanburg, S. C. In the reorganization, incidental to the formation of the Twenty-seventh Division, Second N. Y. N. G. Infantry Regiment and the Seventy-first N. Y. N. G. Infantry Regiment(of New York City), were combined to form the One Hundred and Fifth Infantry Regiment, Twenty-seventh Division, United States Army. Captain Jacob S. Clinton was transferred to organize the Headquarters Company of the One Hundred and Fifth Regiment. Company E was then commanded by Captain James S. Slawson (killed in action in France), First Lieutenant George B. Ramsey, Second Lieutenant C. B. Degenaar.

The One Hundred and Fifth sailed from Newport News, Va., on May 19, 1918, and arrived at Brest, France, on May 30, 1918. Its first service was in the Ypres defensive sector in Belgium, in front of Mount Kemmel, where the One Hundred

and Fifth participated in the operations which culminated in the Battle of Vierstraat Ridge, Aug. 29 to Sept. 1, 1918. Here the regiment, including Companies E and F suffered a number of casualties in killed and wounded.

The Twenty-seventh Division, including the One Hundred and Fifth, was then transferred to the Somme sector, where it formed a part of the Fourth British Army, under the command of General Hubert C. Rawlinson.. The Twenty-seventh and Thirtieth divisions, United States Army, formed the shock troops of the Fourth British Army. This army was composed of the following corps: Second American Army Corps, comprising the Twenty-seventh and Thirtieth Divisions; the Australian Corps; six Scottish divisions; twenty-one British divisions; large corps of British Cavalry. The Fourth British Army was assigned to the Hindenburg Line operations, where the American divisions were to start the attack. The Battle of the Hindenburg Line began on Sept. 29, 1918, and continued until Oct. 1, 1918. The objective of the One Hundred and Fifth was the Canal Tunnel, Bony and Le Catelet, which were all attained, following which the Australians leap-frogged the Second American Army Corps and continued the advance through the break made by the Twenty-seventh and Thirtieth divisions. In the Hindenburg Line battle, Captain Slawson and 31 non-commissioned officers and enlisted men of Company E were killed and 127 wounded. Company F had 21 men killed and 115 wounded. Company M (machine gun company) had 7 men killed and 37 wounded. Companies E, F and M, together, had 60 men killed and 279 wounded out of a total of about 600 men, or more than half of their strength in casualties. Out of about 250 men in Company E there were only 17 who did not become casualties at some time during the actions in France in which the One Hundred and Fifth participated.

Following the Battle of the Hindenburg Line, the Twenty-seventh Division participated in the advance and battles of Jonc de Mer, St. Mourice River and St. Souplet. On Oct. 22, 1918, the One Hundred and Fifth was drawn back of the line for replacements to a camp at Daours near Amiens. After the armistice on Nov. 11, 1918, the One Hundred and Fifth was located at Ardenay on the Somme, in the Mons area. Here it remained until it embarked on the Leviathan for home, on Feb. 25, 1919. It arrived in New York on March 6, 1919, and participated in the parade of the Twenty-seventh Division in New York City. The regiment encamped at Camp Upton, L. I., until it was mus-

tered out of the service on April 1, 1919, when the men returned to the home station.

The New York Guard units, which had been organized, following the departure of Companies E and F and which had done guard duty during the war, were disbanded and the old companies were reorganized on July 13, 1919, when Captain Jacob S. Clinton was made major of the Second Battalion, which Major Clinton then thoroughly reorganized.

Company F, One Hundred and Fifth Infantry, was originally organized, in 1878, as the Washington Continentals, an independent military organization, which wore the Continental uniform of Revolutionary days. It was mustered into the New York National Guard service as the Thirty-seventh Separate Company on June 12, 1880, with a strength of 85 men. Present Companies E and F drilled in the same armory but as independent organizations. The officers of the Thirty-seventh Separate Company, on its organization, were Captain Walter Van Voast, First Lieutenant Nelson MacDonald, Second Lieutenant Thomas Gregg.

In 1898 the Thirty-seventh Separate Company became Company F of the Second New York Volunteer Infantry and part of the Second Battalion, together with Company E, as previously related. The officers at this time were Captain Frank Bauder, First Lieutenant George W. Crippen, Second Lieutenant Albert Wells. Company F has always been distinguished for its marksmanship. It furnished many expert riflemen to New York state teams of the National Guard, from 1911 to 1916. Company F's high standard in marksmanship was largely due to the untiring efforts in that direction of its commanding officer, Captain J. Scott Burden.

Company F had the same Mexican border service in the Second New York Volunteer Infantry Regiment as has been detailed in the record of Company E. Company F left Schenectady for border service with three officers and 130 men, the officers being Captain J. Scott Button, First Lieutenant Herbert Crounse, Second Lieutenant Arnold Kriegsman. At Camp Whitman, Captain Button was promoted to major of the Second Battalion, when the Company F officers became as follows: Captain Herbert E. Crounse, First Lieutenant Arnold Kriegsman, Second Lieutenant William H. Fuller (killed in Belgium, August 6, 1918).

As previously mentioned Companies E and F formed units of the Second Battalion, Second New York National Guard. They had the same service on the Mexican border and in the World War, which has been given previously.

At Spartanburg, Captain Crounse was transferred to the Second Pioneer Infantry, following which change Company F had the following officers, all formerly of the Seventy-first New York National Guard: Captain Frank Potter, First Lieutenant K. O'Connor, Second Lieutenant Earl Maxson.

After the return of the men to the Schenectady home station, Company F was reorganized on July 13, 1919, with the following officers: Captain William H. Innes, First Lieutenant Leonard A. Bishop, Second Lieutenant Milton H. Hallenbeck.

Company M, the Schenectady machine gun company, was organized after the call for troops for Mexican border service on June 19, 1916. Under the new tables of organization, Schenectady was designated to organize a machine gun company for the Second Regiment. Company M was organized on June 24, 1916, with 38 men, under command of Captain Howard Bird. It served with the Second Regiment on the Mexican border.

Prior to the declaration of war with Germany, on March 19, 1917, Company M was increased to 78 men under command of Captain Howard Bird, First Lieutenant Stewart D. Tiffany. At Spartanburg Sergeant Glenn C. Wasson was promoted to second lieutenant. Company M. served with the One Hundred and Fifth Regiment of the Twenty-seventh Division in all the operations in Belgium and France, previously given in this chapter. July 13, 1919, the machine gun company became Company M, One Hundred and Fifth Infantry, N. Y. N. G., with the following officers: Captain Lewis H. Gibbs, First Lieutenant Glenn C. Wasson, Second Lieutenant Levett C. Powell. Under the recent tables of reorganization, which gave a headquarters company, three rifle companies and a machine gun company to each battalion, Company M of Schenectady became the machine gun company of the Third Battalion, One Hundred and Fifth Regiment, while former Company H of Gloversville became Company M, the machine gun company of the Second Battalion.

Although Company M has no such old service history as Companies E and F it is distinguished for general efficiency and high military standards, largely due to the efforts of Captain Glenn C. Wasson. Company M probably comprises (1925) a larger percentage of war service men than any other unit in the regiment.

The Second Battalion, One Hundred and Fifth Infantry, Headquarters Company, was organized, under the change in the tables of organization of the New York National Guard, which went into effect in 1923. It comprises two officers and 41 en-

listed men. It was mustered into the service March 10, 1924, with First Lieutenant Raymond L. Hall in command. Its present officers are: First Lieutenant Leslie M. Jensen, Second Lieutenant Earl D. Hamilton.

Some of the citations for World War service of members of the Schenectady units follows: Major Jacob S. Clinton, citation and Conspicuous Service Cross; Lieutenant Raymond L. Hall, Distinguished Service Cross; Captain Lewis Gibbs, citation; First Sergeant William J. Carney, citation; Sergeant John Walsh, divisional citation; Sergeant Edward C. Bradt, citation; Private William Stevenson, citation.

The foregoing practically comprises the military history of Schenectady from the close of the Civil War to the present time, a period of sixty years. This history is that of the companies covered in this chapter which have truly carried on the same military spirit as that shown by the Colonial and Revolutionary soldiers of Schenectady.

CHAPTER 92A.

HISTORY OF COMPANY G, ONE HUNDRED AND FIFTH INFANTRY, N. G. S. N. Y., AMSTERDAM.

By Capt. Thomas Forrest Brown and Lt. Melvin W. Lethbridge, Amsterdam.

Company G, One Hundred and Fifth Infantry, N. G. S. N. Y., was organized as an independent military company under the command of Capt. Jacob Brazee, a Civil war veteran, in 1885, and was known as the Amsterdam Citizens' Corps, and as such took part in Memorial Day parades and other public celebrations till September 3, 1888, at which time it was mustered into the National Guard of New York as the Forty-sixth Separate Company, N. G. N. Y., under command of Capt. Darwin E. Vunk, with Dr. Thomas G. Hyland as first lieutenant and assistant surgeon, with the following names on the original muster-in roll:

Ashcraft, Albert
Bant, Emmet
Bant, William
Barkhuff, Hugh A.
Bowers, Fred E.
Caples, William
Christman, Raymond
Collar, William F.
Collins, James
Connelly, Thomas J.
Craig, William J.
Dessau, Gustav
Devine, Burtis L.
Dussel, Oscar
Ettlemyre, Henry
Fero, Jacob W.
Fero, Miller J.
Fox, George H.
Gardner, Andrew
Going, John
Hall, Fred R.
Hall, John W.
Harnish, John
Harrigan, Morris
Hart, Nelson M.
Hillyer, John F.
Howard, James M.
Hughes, George
Hutchison, Thomas
Johnson, Bently
Johnson, Frank
Johnson, Jay
Johnson, Schuyler
Jones, Judson L.
Keary, William J.
Lampkin, Francis
Lethbridge, Melvin W.
Lowell, Irving J.
Lowenstien, Morris
Luke, Frederick
Maloney, Edward
Masten, Walter E.
McDonnell, Michael
McDonnell, James P.
O'Rourke, James
Ottman, Sherman R.
Ouderkirk, William N.
Richertt, Henry
Robinson, Archie
Roy, George
Serviss, Elmer E.
Severance, David M.
Sitterly, James H.
Smith, Lucius J.
Smith, Michael
Swanker, William H.
Tower, John
Turner, George M.
Van Denburg, Edward
Vunk, Darwin E.
Wasserman, Samuel
Waterstreet, Elias
Wheaton, Van B.
Wheeler, Harry O.
White, John D.
White, Thomas F.
Wilkes, Clarence

Shortly afterward Edward P. White was commissioned first lieutenant, and Samuel Wasserman second lieutenant, and later succeeded by George Hughes as first lieutenant and Daniel W. Masten as second lieutenant. The company's first public duty was attending the centennial celebration of the inauguration of Gen. George Washington as President, in New York City, April 29-30-May 1, 1899, and the State Camp of Instruction, Peekskill, New York, from July 28th to August 4th. In 1890 it attended State Camp of Instruction, Peekskill, New York, from August 2nd to 9th. In 1892 the company attended the dedication of General Grant's Tomb, New York City, April 25-28th and State Camp

of Instruction, Peekskill, New York, July 24-31st. In 1893 the Forty-sixth Company attended the presidential inaugural parade at Washington, D. C., March 1-5th, and the Columbus celebration in New York City, April 27-28th. In 1894 it attended State Camp of Instruction, Peekshill, New York, June 16-23rd, and the laying of the corner stone of the new armory, September 22nd. On March 14, 1895, they paraded and moved into their new armory. In 1896 they attended State Camp of Instruction, Peekskill, New York, July 12-29th. In 1897 First Lieutenant and Assistant Surgeon Hyland resigned, and Dr. Horace M. Hicks was commissioned first lieutenant and assistant surgeon.

On April 26, 1898, the company assembled under orders from General Headquarters and the President's call for Volunteers was read, the company volunteering as a body; May 2nd the company left the home station for Camp Black, Long Island, and became Company H. May 16th the company was mustered into United States service as Company H, Second New York Volunteer Infantry, and entrained for Chickamauga Park, Georgia, May 18th, arriving there May 21st. June 1st it entrained for Tampa, Florida, arriving there June 4th. July 12th Company H was ordered aboard transports at Port Tampa, Florida, and July 13th ordered back into camp at Tampa, Florida. July 26th entrained for Fernandina, Florida. It arrived there July 27th and went into camp until August 24th, when it entrained for Troy, New York, arriving there August 27th, and marching to Averill Park, New York, on August 28th, where they camped. On September 15th Company H entrained for the home station on a thirty-day furlough, which was extended till November 1st, when the company members were mustered out of United States service. A roster is herewith attached. They lost one man while in service, Private Webster Nellis, who died of typhoid-pneumonia about September 20th, 1898.

[Roster of 1898.]

Company H, Second Regiment, New York Volunteer Infantry.

CAPTAIN.
Vunk, Darwin E.
FIRST LIEUTENANT.
Hughes, George
SECOND LIEUTENANT.
Masten, Daniel W.
FIRST SERGEANT.
Schuyler, Leslie J.
Q. M. SERGEANT.
Lethbridge, Melvin W.
SERGEANTS.
Glossner, Mathias
Peek, Harley A.
Lawrence, Walter D.
Schoendorf, Joseph S.
CORPORALS.
Albrecht, Louis
Black, James R.
Freightenburgh, Alexander
Fleig, William J.
Lewis, Bert E.
Maroney, Edward J.
Myers, W. Fenton
Myers, John A.
Putman, Henry V.
Robb, James M.
Suits, William G.
Van Heusen, William R.
ARTIFICER.
Smith, Willis R.
WAGONER.
Luke, John C.
MUSICIANS.
Newell, Leonard
Newkirk, Walter
PRIVATES.
Anderson, Charles L.
Anderson, John
Anderson, Andrew T.
Ashton, Alfred
Batcheler, William E.
Brown, Robert H.
Brown, William R.
Brown, Arthur
Ballard, Frederick J.
Bergen, Martin H.
Brazie, Daniel
Bracebridge, Sanford
Carey, John E.
Cunningham, Robert W.
Cramer, Alonzo A.
Clark, Augustus
Carter, William H.
Caldwell, John F.
De Long, Eugene
Dwyer, John L.
Demming, William H.

Decker, William S.
Field, George H.
Field, William E.
Flannagan, Everett B.
Finlan, Edwin M.
Folster, Charles E.
Fibkie, William
Fitzgibbons, Lawrence A.
Galusha, Delbert R.
Geesler, LeRoy
Gourley, Millard
Harnish, Lewis
Harrison, William H.
Hagadorn, Richard B.
Hollis, Albert
Hitchcock, Herbert W.
Hilts, Jesse W.
Hogle, Frederick
Hall, Harry E.
Isadore, John
Jansen, Frederick
Johnson, Carl A.
Lawrence, George E.
Long, Elmer
Mereness, Lowell
Maher, David P.
Murray, John W., Jr.
McNeil, Leonard
Nellis, Webster W.
Newland, Charles
Osborne, George J.
Older, Theodore
Peek, John C.
Phelan, John F.
Phillips, Jesse
Porath, William
Quiri, Eugene F.
Rady, John F.
Roggie, William F.
Reddington, James J.
Rooney, Daniel J.
Reals, Lewis L.
Simpson, John H.
Schuyler, Edward F.
Sprague, William K.
Stephens, Felix
Sterling, Andrew
Smith, Frank
Starks, John E.
Timmerman, Edward G.
Touhey, Matthew F.
Taylor, Henry M.
Thompson, Christopher
Tolck, Alfred
Williams, Charles H.
Wickham, Fred S.
Warren, Harry C.
Whitney, Charles
Wehr, John
Wert, James D.
Werner, Henry
Yates, George F.

After the Forty-sixth Company had volunteered, a depot company was organized, under the command of Capt. Edward P. White, with Van B. Wheaton for first lieutenant, and R. E. Lee Reynolds for second lieutenant, and upon the second call for troops they went under the command of Captain White as Company C, Three Hundred and First New York Volunteer Infantry. Then another depot company was organized, under command of First Lieutenant Wheaton, and served till December 13th, when they were mustered out of service by Capt. Darwin E. Vunk, most of them transferring to Company H, who had taken its old status as a company of the National Guard upon muster out of United States service.

On September 28-30, 1899, the company attended the Dewey celebration in New York City. In 1900 they attended Camp of Instruction at Averill Park, New York, from August 19th to 25th. In 1901 Company H went to the Pan-American Exposition at Buffalo, New York, from August 11th to 18th, giving an exhibition drill each evening. In 1903 they attended Camp of Instruction at Crescent, New York, June 13-20th. Second Lieut. Daniel W. Masten resigned and Van B. Wheaton was commissioned. In 1904 they attended the United States Army maneuvers at Manassas and Thoroughfare, Virginia, September 3-13th. In 1905 they paraded with the Second Regiment at the inauguration of the governor at Albany, New York, January 2nd; February 28th to March 5th, took part in the inaugural parade of President Roosevelt at Washington, D. C.

In 1906 Second Lieut. Van B. Wheaton resigned, Capt. Darwin E. Vunk retired, First Lieut. George Hughes was promoted to captain, Le Roy Geesler commissioned first lieutenant, and Capt. Horace M. Hicks major and regimental surgeon. September 1-9th, Company H attended a tour of field service with the Second Regiment at United States Army maneuvers at Mount Gretna, Pennsylvania. This was the only regiment from this state ordered there. Attended a tour of field service at Brigade

Camp at Felts Mills, New York, August 31-September 7th, 1906. In 1908 Henry V. Putman was commissioned second lieutenant, and Dr. Julius Schiller first lieutenant and assistant surgeon. In 1909 Company H attended a tour of field service at Plattsburg Barracks, Plattsburg, New York, and the celebration of the anniversary of the Battle of Lake Champlain, July 3-10th, and also the celebration of the Hudson-Fulton centenary at Troy, New York, October 9th. In 1911 Company H attended the inaugural parade of the governor at Albany, New York, January 1st, and later a tour of field service at the Brigade Camp at Pine Plains, New York. In 1912 First Lieutenant Geesler and Second Lieutenant Putman resigned. Henry E. Greene was commissioned first lieutenant, and Karl Isburgh second lieutenant. July 3-7th the company had a tour of field service with the battalion at Sacandaga Park, New York, and, on October 18th, paraded with the regiment at the dedication of the Saratoga Battle Monument at Schuylerville, New York. In 1913 the company attended the inauguration ceremonies of President Wilson at Washington, D. C., March 1-6th; Captain Hicks retired; First Lieutenant Greene promoted captain, and Second Lieutenant Isburgh promoted first lieutenant; Stewart D. Tiffany commissioned second lieutenant.

In 1914 First Lieutenant Isburgh was promoted captain and regimental adjutant, and Second Lieutenant Tiffany promoted first lieutenant. The company won the Dupont Trophy for the second highest record for rifle practice in the state, also the National Trophy presented by the United States to the organization in each state attaining the highest figure of merit in rifle practice during the year.

In 1915 Walter C. Yund was commissioned second lieutenant. January 1st the company attended the inaugural parade of the governor at Albany, New York. The company won the Dupont Trophy for the first highest record for rifle practice in the state, also the National Trophy presented by the United States to the organization in each state attaining the highest figure of merit in rifle practice during the year. This was the first time since this trophy was established that a company had won it two years in succession.

In 1916 First Lieutenant Tiffany was promoted captain of Machine Gun Company, Second Lieutenant Yund promoted first lieutenant, and Wright Shuttleworth commissioned second lieutenant. June 19th orders were received to assemble for duty on the Mexican border; June 23rd, Federal oath administered; June 25th, entrained for Camp Whitman, New York, with three officers

and over 150 men. This was the first time in history that a National Guard company responded to the call of the President recruited to full war strength and fully equipped for active field service, including a toothbrush and comb for each man. Herewith is a roster of the company:

CAPTAIN.
Greene, Henry E.
FIRST LIEUTENANT.
Yund, Walter C.
SECOND LIEUTENANT.
Shuttleworth, Wright
FIRST SERGEANT.
Waldron, George G.
SUPPLY SERGEANT.
Stephens, Felix
MESS SERGEANT.
Boswell, John A.
SERGEANTS.
Lansing, William H.
Stover, Charles F.
Goodman, Harold C.
Bergen, James T.
Haskins, John E.
McCleary, Samuel W.
Quist, Harry B.
Charles, William B., Jr.
CORPORALS.
Cross, Thomas J.
Brown, Thomas F.
Quist, Frederick H.
Brumagin, Freeman M.
Smith, Frederick H.
Vollmer, Henry
Warner, John J.
Wright, Edmund G.
Smith, Merrill E.
Gangne, Charles J., Jr.
MacKittrick, William R.
Turner, William H., Jr.
Brumley, Smith W., Jr.
Brumagin, Robert B.
Fox, Howard E.
MUSICIANS.
Smyth, Ralph V.
Hoefs, Arthur W.
MECHANICS.
Abeling, Frederick L.
Nicholas, William F.
COOKS.
Jacoby, Zachariah R.
Phillips, Leon M.
Decatur, Beecher E.
WAGONERS.
Knack, Charles F.
Snyder, William C.
PRIVATES.
Adamowicz, Casimir
Albrecht, Fred
Anderson, Archibald D.
Anderson, William
Arthurs, Joseph
Baldwin, Russell C.
Barkhuff, Harold C.
Bisnett, Frank J.
Black, James R.
Boyd, Robert A.
Brayman, Harold C.
Brown, Chauncey N.
Buckley, Timothy C.
Campbell, Lewis N.
Carbonelli, Alphonso
Carero, Anthony B.
Carrtta, William
Carey, John E.
Clark, Edward
Collyer, George E.
Coessens, Louis E.
Covey, Floyd E.
Cross, Ray S.
Davis, Alfred
Davis, Perry K.
Denton, Nelson R.
Devine, James T.
Dixon, Clarence A.
Domrasky, Paul J.
Doyle, William S.
Duncovich, Frank W.
Dwyer, Francis J.
Faurot, James
Febbie, Alexander A.
Fields, Edward E.
Fischer, John
Frazier, Aaron J.
Fredericks, Harold
Fox, Howard E.
Gage, Leland H.
Gangne, George E. J.
Glazer, Benjamin
Goodman, Leland J.
Greehe, William T.
Green, John H. (Co. Clerk)
Guyne, Arthur
Hall, Walter H.
Hammond, Raymond
Harrison, Robert J.
Hindle, Harry S.
Hunter, Robert
Jiambottisti, Anthony
Kannler, Harold
Kelly, Russell L.
Koch, George A.
Koch, John J.
Kruger, Emil, Jr.
Lape, John J., Jr.
Lavendowsky, Edward
Laskowsky, Frank
Liddle, John
Logan, Raymond D.
McDowell, Samuel J.
McGahan, Thomas E.
Machals, Harry
MacKittrick, Thomas
Mann, Jacob
Mau, Leonard A. F.
Merrill, Ayres P., Jr.
Mitchell, John
Mittler, Ralph
Morrell, Nicholas
Morton, Charles E.
Munn, Alois J.
Mushaw, Albert G.
Nasar, James
Nelson, Samuel V.
Newkirk, Walter
Niemzyck, John
Palmatier, Clarence E.
Phillips, Nilus P.
Phoenix, Ernest T.
Prill, Frank
Plantz, George W.
Putnam, Harry D.
Quackenbush, Walter
Quinlan, John W.
Reed, Samuel J.
Relyea, Bert
Rogers, Peter
Rogers, Frank M. S.
Romano, John
Ross, Archie H.
Ross, Nicholas
Ruck, Louis E.
Russell, Albert A.
Sagatis, John
Salce, Antonio
Salvatore, Joseph
Savoy, Fred
Schwemm, Frederick C.
Seabury, Raymond B.
Seely, William
Sheridan, Edward E.
Siegle, Daniel
Slater, William L.
Snyder, William G.
Starin, Myndert H.
Strack, Amil O.
Strack, William B.
Stearns, Frank J.
Swart, James H.
Sweet, Louis
Symington, Thomas
Terwilliger, William P.
Thackrah, Thurlow E.
Thompson, Frederick J.
Turner, John T.
Ulrich, George
Van Derhoof, William D
Vollmer, Charles
Voorhees, William K.
Wardwell, Leon E.
Weed, John C.
Whitbeck, Garrett E.
Whitney, Harry D.
Whitney, Wilbur S.
Wickham, Alden A.
Wilde, Herbert R.
Zigmunt, Stanislaw A.
Zotti, Nicholas

On July 1st, 1916, the company was mustered into United States service; July 7th, entrained for the Mexican border, arriving at Mission, Texas, July 15th, where they did patrol duty till early in September, when they moved to Sterling's Ranch, and from there to Pharr, Texas; left Pharr September 22nd and arrived at the home station September 29th, where they were mustered out of United States service on October 19th, 1916. In October, 1916, Captain Greene was assigned as regimental adjutant and First Lieutenant Yund was in command till December 1st, when he was placed on the retired list and Second Lieutenant Shuttleworth was placed in command. In March, 1917, Lieu-

tenant Shuttleworth was promoted captain, James T. Bergen commissioned first lieutenant, and Thomas F. Brown second lieutenant.

In June, 1916, a depot company was organized under orders from General Headquarters, and Van B. Wheaton was commissioned captain and mustered in as United States recruiting officer, and on July 25th a casual company of fifty-four men from this company and forty-four men from the other depot companies in the regiment were taken to Fort Hamilton, New York, under the command of Captain Wheaton, with Lieut. Melvin W. Lethbridge as transportation officer, and turned over to Captain Gilbreth of the United States Army as recruits to fill vacancies in the original regiment due to discharges, deaths and transfers. Upon the return of the parent company, the depot company was placed in reserve.

Pending declaration of war with Germany the President called the regiment into service and the company assembled, on March 25, 1917, at its armory and was mustered into the United States service as Company H, Second New York Infantry, N. G. U. S. (the new designation), and left the home station April 1st, under the command of Capt. Wright Shuttleworth, First Lieut. James T. Bergen and Second Lieut. Thomas F. Brown, for service guarding the public utilities in the state. Herewith is a roster of the men who were members of the company between March 25th, 1917, and April 1st, 1919, with explanatory remarks:

"W in A", stands for "Wounded in Action"; "K in A," stands for "Killed in Action."

Abeling, Frederick L. (W. in A.)
Albrecht, Fred
Antinolfi, O'Neil (W. in A.)
Anderson, William
Anderson, Archibald D.
Arthurs, Joseph
Baier, Charles J., Jr. (D. of W.)
Baldwin, Russell C.
Barkhuff, Harold C. (W. in A.)
Bates, Charles N.
Bergen, James T. (1st Lt., K. in A.)
Bianchi, Louis (D. in S.)
Bishop, Clifton H. (Cited Com. 2nd Lt.)
Blackbird, Roy A.
Bly, Chester B. (W. in A.)
Bradt, Guy E.
Brayman, Harold W.
Brown, Chauncey N.
Brown, Elmer (W. in A.)
Brown, John L.
Brown, Thomas F. (2nd Lt. Promoted 1st Lt. Cited. W. in A.)
Brumagin, Freeman
Buckley, Timothy C.
Cady, William J.
Campbell, Lewis N.
Campbell, Leo D.
Capel, Peter (W. in A.)
Carbonelli, Michael W.
Carero, Anthony B. (W. in A.)
Carp, Stanley J. (W. in A.)
Carrtta, William (W. in A.)
Charles, William B. (Com. 1st Lt.)
Christman, Henry O. (W. in A.)
Clark, Edward H.
Clark, Theodore M.
Coessens, Louis E.
Collyer, George
Colts, Charles
Congdon, Clyde L.
Conlon, Morton J.
Connery, Michael J. (Com. 2nd Lt.)
Conniff, Edward J.
Conrad, Edward J. (W. in A.)
Covey, Floyd R.
Cowalski, Joseph (W. in A.)
Crawford, Walter V.
Cross, Thomas J. (Com. 2nd Lt.)
Curcio, Michael (W. in A.)
Curran, John P. (W. in A.)
Davis, Perry K.
Decatur, Beecher E.
Decker, Gordon L. (W. in A.)
De Hart, William H., Jr.
Denton, Nelson R.
De Rosie, Edward
Devine, James J.
Dixon, Clarence A. (W. in A.)
Dodds, William N.
Dornburg, William, Jr.
Doyle, William S.
Duncovitch, Frank W.
Ehmke, Ernest W. (W. in A.)
Faurot, James
Febbie, Alexander A. (W. in A.)
Fields, Edward
Frank, Horace
Frazier, Aaron J.
Fredericks, Harold
Furman, Andrew
Fusmer, Homer W.
Gage, Leland H. (W. in A.)
Gangne, Charles J., Jr.
Gangne, George E. J. (K. in A.)
Gillis, James W.
Glaser, Benjamin L.
Goodman, Leland A.
Gordon, Harold (W. in A.)
Greehe, William T.
Green, John H.
Guyne, Arthur
Hall, Walter
Harris, Alfred L. (W. in A.)
Harrison, Robert J. (Cited)
Hawkins, Dana (W. in A.)
Hewitt, Roscoe
Hickok, Arthur D.
Hildreth, Albert G. (W. in A.)
Hoefs, Arthur W.
Holmes, John
Hopkins, James W., Jr.
Hughes, George
Hughes, John
Jacoby, Zachariah R.

Jiambottisti, John (W. in A.)
Johnson, Chester L.
Johnson, Milo
Johnson, Raymond
Juedes, Walter H.
Kane, James A.
Kane, Edward M.
Kaufman, Edward D. (W. in A.)
Kelly, Russell L. (W. in A.)
Kelly, William E.
Kent, John
King, John
Kinney, Edward R.
Knack, Charles F.
Kobiezeuski, Felix
Koch, Albert J., Jr.
Koch, George A.
Konetchy, Teddy
Kresser, Donald J.
Kromforth, Herman F.
Kruger, Emil, Jr.
Krupzack, Albert J.
Kulakowski, Joseph M.
Lansing, William H.
Lape, John J., Jr.
Lasher, Chester (Deserted)
Lesperance, Leland G.
L'Homadieu, Leonard I. (Com. 2nd Lt.)
Liddle, John (Com. 2nd Lt.)
Litynski, Albert
Logan, Raymond D.
Long, Vernon
Lowery, Albert
Lowry, Joseph
McCarthy, James A. (W. in A.)
McCarthy, John C. (K. in A.)
McCauliff, Eddie
McCauliff, Patrick (K. in A.)
McCleary, Samuel W.
McDowell, Samuel J.
McGahan, Thomas E. (W. in A.)
McGuigan, Thomas A. (W. in A.)
McGuigan, William P.
Machals, Harry
MacKittrick, Thomas
MacKittrick, William R. (W. in A.)
Mahoney, Joseph E. (W. in A.)
Marsh, Hiram H.
Masten, Walter H.
Matt, Frank A.
Mau, Leonard A. F. (W. in A.)
Meehan, William E.
Mentor, Edgar
Miller, Harold F.
Mitchell, John P.
Morrell, Nicholas
Morrison, Elmer H.
Morton, Charles E.
Munn, Alois I. (W. in A.)
Nadeau, Roland
Nasar, James
Nelson, Samuel V.
Nelson, Stanley A. (W. in A.)
Nicholas, William F.
Niemczyk, John J.
Ormsby, E. Harrison (1st Lt. and Asst. Surg.)
Odell, Elliott D.
Pabis, Theodore P.
Palmatier, Clarence E.
Palmer, Thomas
Peters, Edward W.
Phillips, Nilus P. (Com 2nd Lt.)
Phoenix, Ernest T.
Picinich, John
Pinchin, Harold I.
Porter, Lennie
Powers, William J.
Prill, Frank
Putman, Harry P. (British Mil. Med.)
Quackenbush, James P.
Quackenbush, Walter
Quist, Frederick H.
Quist, Harry B.
Reed, Samuel J.
Reiff, William C. (W. in A.)
Reisler, Clarence B. (W. in A.)
Relyea, Bert
Richards, Henry G.
Rogers, Francis G. (W. in A.)
Rogers, Frank M. S.
Rogers, Joseph V. (W. in A.)
Rogers, Kenneth S.
Rogers, Peter J.
Romano, John R.
Ross, Nicholas
Ruck, Louis E.
Russell, Albert A.
Ryderowicz, Frank (W. in A.)
Shuttleworth, Wright (Capt.)
Sagatis, John G.
Sager, Raymond P. (W. in A.)
Salce, Antonio (W. in A.)
Salvatore, Joseph
Savoy, Fred
Schultz, Ivan F.
Schwemm, Fred
Seabury, Raymond B. (K. in A.)
Seeley, William
Selby, Ralph T.
Shaw, Daniel E.
Slater, William L.
Smith, Bert G. (W. in A.)
Smith, Frederick H.
Smith, Merrill E. (Com. 2nd Lt.)
Smith, Victor P.
Smith, Willard R. (Com. 2nd Lt.)
Smyth, Ralph V.
Snell, Guy E.
Snyder, William C.
Snyder, William G.
Spodol, Albert
Spencer, David P.
Sperry, Harold C.
Stearns, Frank J.
Stephens, Felix
Stevens, William E.
Stevens, Carl W. (Com. 2nd Lt.)
Stolarczyk, Alexander (W. in A.)
Stover, Charles F.
Strack, William B. (W. in A.)
Swart, James H.
Symeolon, John (W. in A.)
Thackrah, Benjamin, Jr. (W. in A. Cited)
Thackrah, Thurlow
Terwilliger, William P. (Com. 2nd Lt.)
Topping, Thomas (W. in A.)
Topping, John
Travers, Louis F. (W. in A.)
Turner, William H., Jr.
Turner, John T.
Ulrich, Alfred A.
Ulrich, George
Varmette, Dewey L.
Vollmer, Henry
Van Derhoof, William D. (D. in S.)
Ward, Joseph T. (W. in A.)
Waterman, Frederick H., Jr. (K. in A.)
Weed, J. Carl (K. in A.)
Weineger, Frank C.
Wheeler, Arthur H. (K. in A.)
Whitbeck, Garrett E.
Whitney, Harry D.
Whitney, Wilbur S.
Wickham, Alden A.
Wilde, Herbert R.
Wright, Edmund G. (Cited)
Wells, Ernest J. (W. in A.)
Wiecek, Pietro
Wilsey, Leslie
Winkel, Anthony (W. in A.)
Wood, Edward F.
Wyszomirski, John J. (K. in A.)
Wyzykowski, William (W. in A.)
Zotti, Nicholas (W. in A.)
Zigmunt, Stanislaw

The company remained on guard duty till about August 1st, 1917, when the regiment was assembled at South Schenectady, New York, the reserve men called to the colors and all property transferred from the state to the Federal government. On August 15th the regiment left South Schenectady for Island City, Long Island, where they remained for about one month, leaving there for Camp Wadsworth, Spartansburg, South Carolina, where they went into intensive training for active service. On October 12th the regimental designation was changed from Second New York Infantry, N. G. U. S., to the One Hundred and Fifth Infantry, U. S. A.

In May, 1918, the One Hundred and Fifth Regiment left Spartansburg, South Carolina, for Newport News, sailing from there on May 18th and arriving in Brest, France, May 30th, where they disembarked and left for the front line in Belgium as part of the Twenty-seventh Division, and as such took part in the

following events. The First Sector was a defensive sector. First came the East Poperinghe line, July 9th to August 20th. Then the Dickebush Sector, August 21st to August 30th. Their first attack was a part of the Ypres-Lys offensive, and they took part in it at Vierstadt Ridge August 31st, September 1st and 2nd. This was in Belgium.

Shortly after this attack and a short rest, the company was moved with the rest of the division to the north of France, where, beginning on September 27th, it participated in the Somme offensive. On September 27th it was in action at the Knoll. On September 29th the main Hindenburg attack started, and the One Hundred and Fifth was at Bony, St. Quentin, Quillemont Farm and Quenemont Farm on that day and the next. After a rest, the attack as far as we were concerned was continued, on October 17th and 18th, at the La Selle River, which includes St. Souplet and Jonc De Mer Ridge. On October 19th and 20th the company was in action at St. Maurice River and Catillon, towards Cambrai.

Following this the regiment went into rest station and remained there till ordered home, sailing from Brest, France, February 26, 1919, and arriving at Hoboken March 6, 1919, and going from there to Camp Mills, Long Island, until the parade of the Twenty-seventh Division in New York City, in which they took part, and from there to Camp Upton, Long Island, where they were demobilized and mustered out of the United States service on April 1st, 1919.

Meanwhile Company H, Depot Battalion, was placed on active duty, under the command of Captain Wheaton, guarding the State Armory, and on August 7th, 1917, under Captain Wheaton, First Lieutenant Geesler and Second Lieutenant Sleezer, with 138 enlisted men, they relieved a part of the Second Infantry guarding the Barge Canal from Cranesville, three miles below Amsterdam, to Oswego, New York, and remained on duty till after the Armistice. On November 30, 1918, they were relieved from duty and ordered to the home station. During this period, Captain Wheaton was promoted to major, and Captain Hughes assigned to command of the company. The company continued as Company H, Second New York Infantry, till January 20, 1920, when it was federalized and mustered into service as Company H, Second Infantry, N. G. S. N. Y., under command of Capt. Thomas F. Brown, First Lieut. Peter J. Rogers and Second Lieut. William H. Howe, who later resigned and was succeeded by Robert H. Harrison, who became first lieutenant on resignation of Lieutenant Rogers. Beecher E. Decatur was commissioned second lieuten-

ant, who upon his resignation was succeeded by Harry D. Whitney as second lieutenant.

The officers of the company on December 1, 1924, were Capt. Thomas F. Brown, First Lieut. Robert H. Harrison and Second Lieut. Wilbur S. Whitney. The company during its existence has had two members who completed twenty-five years' active service with it, Capt. George Hughes, retired with twenty-five year long service medal, and Pvt. Melvin W. Lethbridge, breveted second lieutenant, retired with twenty-five year long service medal.

The company letter was changed from H to G on the reorganization of the regiment to conform with the United States Army tables of organization for infantry. Its present designation is Company G, One Hundred and Fifth Infantry, Fifty-third Brigade, Twenty-seventh Division, N. G. S. N. Y.

CHAPTER 93.

COMPANY H, 105TH INFANTRY, N. G. S. N. Y.

1900-1925, HISTORICAL SKETCH OF COMPANY H, 105TH INFANTRY, NATIONAL GUARD, STATE OF NEW YORK, OF GLOVERSVILLE, WRITTEN BY CAPTAIN BERNARD W. KEARNEY, ITS COMMANDING OFFICER—SERVICE ON THE MEXICAN BORDER IN 1916 AND OVERSEAS IN THE WORLD WAR WITH THE 27TH DIVISION—"BUSTERS" OF THE HINDENBURG LINE—IN ACTION IN BELGIUM AND FRANCE.

Co. H, 105th Infantry, N. G. S. N. Y., was originally organized as the 19th Separate Company by order of Governor Theodore Roosevelt, and was mustered into the National Guard of the State of New York at Masonic Hall, Gloversville, N. Y., October 26, 1900, by Colonel Frederick Phisterer. It later was designated Company G, of the 2nd Regiment.

On the morning of May 15, 1901, this organization was ordered out for field service in aid of the civil authorities on account of the strike of the Unit Traction Company lines in the City of Albany. It camped in North Albany until Saturday afternoon, May 19th, when it returned to its home station. It was later ordered for field service, in aid of civil authorities, on account of a strike on the lines of the Hudson Valley Railroad on October 6, 1902. It remained on this duty until October 24th, when it again returned to its home station.

New Year's Day, 1903, it was ordered to Albany to act as guard of honor in the Capitol for Governor Odell, during his inauguration ceremonies. From then on the organization grew in members and efficiency, until the 29th day of June, 1916, when it was ordered into the service of the United States and left for the Mexican border as a part of the old 2nd New York Infantry, which regiment was commanded by Colonel James Andrews of Schenectady. The company was then commanded by Captain Roscoe Trumble, of Gloversville, N. Y. It remained in the service of the United States until the month of October when it was returned to its home station and mustered out of the service of the United States. To the credit of the company let it be said at this time that under the trying conditions of the Texas climate, no man ever was exhausted or quit on any one of the several hikes undertaken by the regiment while on the border. The company

resumed drilling immediately on its arrival home, but it was not to enjoy a prolonged period of peace, for, on the 31st day of March, 1917, it was again ordered into the service of the United States in the war with Germany.

The company was sent to Watervliet, at which station it was recruited to full war strength. After leaving Watervliet, it mobilized at Schenectady, N. Y., with the rest of the regiment, from where they were sent to an encampment near New York City. They later entrained for their permanent training camp at Spartanburg, S. C., and remained there until the spring of 1918, when they left for overseas.

On arrival in France, they underwent a period of intensive training and were later moved to the front lines for their first baptism of fire. The organization had several men who were decorated for valor by the United States and the Allies, prominent among whom were Sergeant Lee Ingraham and Sergeant George Rapport, who were both decorated with the Distinguished Service Cross, Ingraham in addition gaining the coveted French and British medals.

The organization participated in the following engagements while in France: East Poperinghe line; Dickebusch sector; Vierstraat Ridge; the Knoll-Guillemont farm; Quennemont farm; Hindenburg line; La Selle River; Jonc De Mer Ridge; St. Maurice River.

After the armistice on November 11, 1918, they were moved to a training area, preparatory to sailing home. They left France on the Steamship "Leviathan" and were landed at Hoboken, participating in the 27th Division parade at New York City, and were later mustered out of the service.

The depot unit, which was commanded by Captain Frank Fremmer, was federalized January 29th, 1920, and upon Captain Fremmer's resignation, the command was given to Captain Bernard W. Kearney of Gloversville, himself an overseas veteran.

During the month of May, 1921, the designation of the unit was changed from Company G, 105th Infantry, to Co. H, 105th Infantry, thereby becoming one of the three machine gun companies of the regiment. Today the company is at full strength and is noted as having several crack pistol shots on its pistol team, which is the championship team of the regiment.

The company is located in a beautiful building on Washington Street, Gloversville, and has its drill nights on Tuesdays at which time the public is cordially invited to attend.

CHAPTER 94.

HISTORY OF THE NATIONAL GUARD COMPANY OF MOHAWK.

By Captain C. A. Carroll.

REMINGTON RIFLE CORPS OF 1878—31ST SEPARATE CO. INFANTRY, N. G. S. N. Y., 1878—CO. G, 2ND REGT., N. G. S. N. Y. (IN THE SPANISH-AMERICAN WAR, 1898)—CO. G, 4TH BATTALION, N. G. S. N. Y., 1900—CO. M, 1ST REGT. N. G. S. N. Y., 1905—MUSTERED INTO FEDERAL SERVICE, JULY 15, 1917—CAMP AT WELLER PARK, MOHAWK—CO. M, 107TH REGT., 27TH DIVISION, U. S. A., IN THE WORLD WAR—ONE OFFICER, 28 MEN KILLED IN ACTION OVERSEAS—BATTLES IN BELGIUM AND FRANCE—CO. M, 1ST PIONEER REGT.—237 MEN FROM THE MOHAWK ARMORY IN WORLD WAR SERVICE—NEW YORK GUARD COMPANY M, 10TH REGT., SEPT. 17, 1917 TO 1921—CO. I, 10TH REGT., N. G. S. N. Y., APRIL 17, 1922—1923 WINNERS OF REMINGTON AND DU PONT TROPHIES FOR NATIONAL GUARD COMPANY MARKSMANSHIP.

The history of the Mohawk Company is essentially a part of the history of Herkimer County. At all times since its organization the company has drawn its membership from the various towns of the county. The number of men who, from time to time, have been on its muster rolls would number in the thousands. Among its members have been many prominent men of the county; legislators, physicians, bankers, lawyers and business men,—all of whom owe their military training to the companies stationed at the armory.

Early in 1878 a military company was formed at Mohawk for the purpose of contesting with a company located at Herkimer. A sham battle was fought on the Herkimer County Fair Grounds. The Mohawk company, commanded by Captain Brazie, represented the Union and the Herkimer company, commanded by Captain Charles Rielly, represented the rebels, both commanders being veterans of the Civil War. A great crowd witnessed the battle, which was won by the Mohawk company. This victory, no doubt, had a bearing on the permanency of the local organization.

In the fall of the same year, the company, with a membership of seventy men, assumed the name "Remington Rifle Corps," in honor of Eliphalet Remington, of the firm of E. Remington & Sons of Ilion, New York, this firm contributing $200 toward the support of the company. The first drill hall was in an old livery

barn on Otsego Street, Mohawk, standing where the Bates Theater is now located. Every drill night the company had to pull out a large number of vehicles from the floor before commencing to drill and replace them afterwards. But they were enthusiastic and willing and it was this spirit and perseverence that kept the company up and won it many honors in after years. In the meantime the Herkimer company had continued in existence and when Mohawk decided to apply for a place in the National Guard, Herkimer also sent delegates to Albany for the same purpose. Mohawk's application was favorably passed upon and the company was assembled for muster on November 18, 1878. Following this came the order making the company a unit of the New York National Guard. The following is a copy of the original order:

"General Headquarters, State of New York.
"Adjutant General's Office.
"Albany, N. Y.
"November 25, 1878.

"Special Orders No. 226.

"Application having been properly made for the formation of a company of the National Guard at Mohawk, N. Y., said company is hereby organized as the Thirty-first Separate Company of Infantry, National Guard, State of New York, with the following named officers:

"Captain Jacob Brazie, First Lieutenant William H. Schall, Second Lieutenant Thomas Corcoran.

"The commanding officer is to report to Major General James B. Carr, commanding Third Division, National Guard.

"By order of
"J. B. Stonehouse,
"Assistant Adjutant General."

All of these officers were veterans of the Civil war, as were many of the enlisted men.

When the company was admitted to the Guard, application was made for an armory and for equipment for 100 men. The equipment was allowed for 70 men and the company was ordered to rent a place for drilling. They purchased furniture on credit to be paid for out of a company fund of $250 a year. The county also made an appropriation of $300. The company then rented from Cyrus Woodruff a block on Otsego Street; quarters, offices and club rooms were on the first floor and the drill shed (35x60) on the second floor. In these quarters the Mohawk company passed many prosperous years.

CO. I, 10TH INFANTRY, N. G. S. N. Y., CHAMPION 1923 NATIONAL GUARD MARKSMEN

Photo by Prince & Nolan, Mohawk, of part of company in front of Mohawk armory. Photo courtesy Capt. C. A. Carroll, 10th Inf., N. G. S. N. Y.

The first uniform adopted was cut after the West Point model, grey faced with black, a grey hat with a small pompom. Later the company secured its famous bearskin shakos. At that time the units of the Guard did not dress uniformly and anything in the line of dress was permissible.

During its early days, as now, some of the members were noted among the best rifle shots in the state. The company was also widely noted for its military appearance and close order drill. The majority of the men were "six footers" and with their West Point uniforms and shakos presented a commanding appearance. The company obtained the most favorable mention from the Washington papers when it took part in the inaugural parade of President Garfield in 1881. So fine was its "company front" that rousing cheers were evoked all along the line of march.

In the meantime the company had outgrown its quarters on Otsego Street and the question of a permanent armory became prevalent. After the question had been agitated for four years, the state made an appropriation of $15,000 for the armory. The law at that time was that wherever an appropriation was made for an armory, the county receiving the same was to furnish the site. At a special session of the supervisors in August, 1888, the northern towns of the county opposed the purchase of a site and were unfavorable to the company as an organization, on the grounds of the expense it would be to the county. Three different times the plan was brought before the board and repeatedly rejected, until finally the appropriation lapsed. In the meantime the plans had come through for the armory and it was found that $15,000 would not erect the building according to the submitted plans. In 1889 an agreement was reached and a new appropriation of $22,000 was obtained from the state. The supervisors purchased the lot and the present armory was erected on East Main Street, Mohawk, in 1891.

At the outbreak of the Spanish-American war the company was called into service and assigned to the Second New York Volunteer Regiment as Company G on May 12, 1898. This regiment did not see actual service and was mustered out on November 1, 1898. On November 19, 1898, it was assigned to Company G, Second Regiment, N. Y. N. G. Again on November 9, 1900, it was transferred to the Fourth Battalion, N. Y. N. G., as Company G. In 1905 it was assigned as Company M, First Regiment, N. Y. N. G., and remained the same until the breaking up of the old First Regiment. The company was called out on strike duty at

New York Mills, guarding that property from April 4th to 17th, 1912.

On March 4, 1913, the company again visited Washington, participating in the inaugural parade of President Wilson.

When diplomatic relations were severed with Germany, the company was ordered out to guard the New York aqueduct, leaving the home station February 4, 1917, and was relieved April 12, 1917. After declaration of war with Germany, the company was mustered into Federal service July 15, 1917, and went into camp at Weller Park, Mohawk, where it was in field training until August 17, 1917, when it left for mobilization camp at Van Cortlandt Park, later going to Spartansburg, where the Twenty-seventh Division was trained. The general order of October 1st, abolishing the First Regiment, N. Y. N. G., led to the breaking up of the Mohawk company. On October 18, 1917, two officers and 103 men were transferred to Company M, One Hundred and Seventh Regiment, serving throughout the duration of the war with the Twenty-seventh Division. Of these men one officer and twenty-eight men were killed in action. The company headquarters and several enlisted men were transferred to Company M, First Pioneer Regiment, serving with that regiment overseas and with the Army of Occupation in Germany.

Company M's battle record overseas: East Poperinghe line, Belgium, July 9 to August 20, 1918; Dickebusch Sector, Belgium, August 21 to 30, 1918; Battle of Hindenburg Line, Bony, France, September 29-30, 1918; Battle of La Selle River, St. Souplet, France, October 17, 1918; Battle of Jonc-de-Mer Ridge, Arbre-Guernon, France, October 18, 1918; St. Maurice River, Catillon, France, October 19-20, 1918. Mohawk Armory sent 237 men to the World war from Company M and the New York Guard company which succeeded it during the war.

After the departure of Company M for the World war a new company was formed and mustered into the service of the N. Y. G. as Company M, First Regiment, N. Y. G., September 27, 1917; it was transferred to Company M, Tenth Regiment, N. Y. G., November 22, 1917. During the time of the war the new company had ninety men on active duty at different times guarding public property. During the same period seventy-five members of the company either enlisted or were drafted into the Federal service.

On March 21, 1921, the company received Federal recognition and again became a member of the National Guard. On April 17, 1922, the company's letter was changed to I and it became I of

the Tenth Regiment. Since its organization, the new company has maintained an efficient and enviable reputation. At all times its personnel has been composed of a good clean type of men, and it ranks among the best companies of the National Guard in armory and field training. While the Mohawk companies have always had a high shooting reputation, to the new company, since its organization, must go the most honors. Since starting its record shooting in 1919, it has won the Fifty-third Brigade "Figure of Merit Prize" four times—first prize in 1920, second prize in 1921, first prize in 1922, and again first in 1923. In 1923 it also won the Remington Trophy for the National Guard company having the greatest number of first year, qualified marksmen, and the DuPont Trophy for the National Guard company showing the greatest efficiency in national marksmanship. The 1923 company topped them all with sixteen experts, fifteen sharpshooters and thirty-two marksmen; a total of sixty-three Class A men and fifteen Class B men; a total of seventy-eight qualified marksmen from a company of ninety-four men. With these merits, Company I takes its place as the best National Guard company in rifle marksmanship in the United States.

The officers of Company I since its federalization are; Captain, C. A. Carroll; first lieutenant, Harold Murphy; second lieutenant, G. W. Wilkinson.

CHAPTER 95.

THE UTICA NATIONAL GUARD COMPANIES.

By Col. H. J. Cookinham, Utica.

HISTORY OF CO. K, CO. L, BATTALION HEADQUARTERS CO., THIRD BATTALION, 10TH INFANTRY, NATIONAL GUARD OF THE STATE OF NEW YORK—TROOP G, 101ST CAVALRY, N. G. S. N. Y.—THE UTICA CITIZENS CORPS, (1837), FROM WHICH CO. L IS DESCENDED—THREE MAJOR GENERALS AND FIVE BRIGADIER GENERALS OF THE CIVIL WAR, RISE FROM THE CITIZENS CORPS—DEERING GUARDS OF 1873, THE PARENT ORGANIZATION OF CO. K—RECORDS OF THE UTICA NATIONAL GUARD COMPANIES IN THE CIVIL WAR, SPANISH-AMERICAN WAR AND THE WORLD WAR.

The National Guard of the State of New York in the City of Utica is composed of Companies K and L and 3rd Battalion Headquarters and Headquarters Company, 10th Infantry, and Troop G, 101st Cavalry.

The (1925) officers are:

Major Thomas C. Dedell commanding the 3rd Battalion, Woolverton T. Stedman, battalion adjutant; Headquarters Company, 1st Lieutenant Frederick L. Hayes.

Company K, Captain W. Ralph Floyd, 1st Lieutenant George A. Drury, 2nd Lieutenant Peter N. Berthold.

Company L, Captain Richard L. Roberts, 1st Lieutenant Guy J. Morelli, 2nd Lieutenant Lawrence W. Dedell.

Troop G, Captain Claude B. Pape, 1st Lieutenant Ralph A. Glatt, 2nd Lieutenant Harold H. Barnard.

Company L is the present designation of the old Utica Citizens' Corps, one of the oldest military organizations of the state and county, having been chartered December 20, 1837. For many years it was one of the companies of the old Red, White and Blue Battalion, the Red Company being the Albany Burgesses Corps, the White Company being the Old Guard of New York, and the Blue Company being the Utica Citizens Corps. The tall black bearskin shakos, the blue dress coat and trousers, striped with buff and gold, and red lined overcoats of the Corps, for many years were familiar and made picturesque any celebration or ceremony in the city.

It was the first company to report for duty at Albany at the outbreak of the Civil War and became Company A of the 14th

New York Volunteer Regiment, participating in the battles of Yorktown, Va., at the siege of Yorktown Heights, at Hanover Court House, Va., Mechanicsville, Va., Gaines' Mill, Va., Malvern Hill, Va., in General Pope's campaign the summer of 1862 and in the battles of Chancellorsville and Antietem.

The company became a part of the National Guard of the State in 1887 and received the designation of 44th Separate Company.

At the declaration of war with Spain in 1898, on the call of the President for 125,000 men, the corps volunteered and was chosen as one of the companies of the first twelve infantry regiments from the state.

It was known as Company E, 1st New York Volunteer Infantry. Under command of Captain Lewis E. Goodier, afterwards colonel, U. S. A., it left Utica May 2, 1898, and garrisoned at Fort Hamilton, New York Harbor, later at the Presidio, California, and, on the annexation of Hawaii, formed the first troops to garrison that island.

Company E was mustered out of the United States service in February, 1899, and then became Company B of the 16th Battalion, then Company B of the 4th Battalion, then Company B of the 1st New York Infantry, N. G. N. Y.

Company K was organized as the Deering Guards, Company C, 36th Battalion, in 1873, with Captain Joseph H. Remmer in command, who continued as its commander for more than 25 years. Its designation afterwards was changed to the 28th Separate Company, N. G. N. Y.

At the outbreak of the Spanish War, the 28th Company volunteered its services, under the first call of the President, but was not taken as an organization, though opportunity was given for men to enlist individually. A large number of its members enlisted and formed the nucleus of Company G, 203d New York Volunteer Infantry, under command of Captain Charles S. Horsburgh. Many of its members also enlisted in Company K of the 202nd New York Volunteer Infantry, under command of Captain Joseph H. Remmer.

Company G served on Long Island, in Pennsylvania and at Camp Wetherill, South Carolina. Company K served in Pennsylvania, Georgia and in Cuba, being the first American troops to enter the City of Havana.

On return of the men to Utica, the 28th Separate Company was reorganized and became Company A, 16th Battalion, Na-

tional Guard New York; then Company A, 4th Battalion; then Company A, 1st New York Infantry.

In 1893 both of these companies served for several weeks on riot duty in the City of Buffalo, and again in 1912, they served for a number of weeks on riot duty at New York Mills.

In 1916 they were ordered out for service on the Mexican border, but as the regiment remained at Camp Whitman within the State, they did not serve on the border as organizations, though many members of both companies, by transfer to other organizations, served on the border throughout the disturbance.

Shortly before the declaration of war with Germany in 1917 both companies were again ordered out to guard and protect the water system of New York City and, for several months, performed this duty in the mountains of Putnam and Orange counties.

Shortly before the call of the President for troops for the World War two new National Guard companies were organized in Utica, receiving their nucleus from the existing companies. These were the Supply Company and the Machine Gun Company of the 1st Infantry, N. G. N. Y.

On August 5, 1917, the 1st New York Infantry was drafted by the President and, on August 18, the four Utica companies of the regiment left for the World War.

The Utica officers in this regiment were: Lieutenant-Colonel H. J. Cookinham, Jr.; Major Thomas M. Sherman; Captain Chester W. Davis, regimental adjutant; 1st Lieutenant Frederick B. Adams; battalion adjutant, Captain Edward K. Miller; 1st Lieutenant Thomas C. Dedell of Company A, Captain Edward A. Roberts, 1st Lieutenant Thomas D. L. Cronan, 2nd Lieutenant John D. Morse of Company B; Captain Walter S. Cookinham of the Supply Company and 2nd Lieutenant Frank S. Judson of the Machine Gun Company.

The National Guard troops of New York State were concentrated at Camp Wadsworth, Spartanburg, South Carolina.

Due to increase in size of regiments and the creation of the 27th Division a consolidation of the regiments of the New York National Guard became necessary. A large number of men from the 1st New York Infantry were consolidated with men from the 7th New York Infantry and became the 107th Infantry of the 27th Division. A number of men also were transferred to the artillery of the 27th Division. The balance of the 1st New York Infantry, including parts of Companies A and B, the Supply and Machine Gun Companies, became the 1st United States Pioneer

Infantry. The men of these companies, as members of the 107th Infantry and of the 1st Pioneer Infantry and as members of the artillery of the 27th Division, participated in some of the bloodiest battles of the war.

The 107th Infantry fought at East Poperinghe and Dickebush, Belgium, at the breaking of the Hindenburg line at Bony, France, at LaSell River, Jonc de Mer Ridge and St. Maurice River, France.

The 1st Pioneer Infantry fought at the Oise, at the Aisne and at the Marne, throughout the Meuse-Argonne offensive, and were the first American troops to garrison the fortress of Ehrenbreitenstein at Coblenz, Germany.

Thirty-two of the men who left Utica with these companies were killed in battle and a large number seriously wounded. Two, 1st Sergeant Charles H. Adrean, killed, and Francis Bean, of Company A, received the Distinguished Service Cross for exceptional gallantry in action. Many received divisional and regimental citations for bravery and distinguished service.

On the return of the troops from France the Utica Citizens Corps was re-organized and designated as Company L, 10th Infantry, and the old 28th Separate Company was re-organized and designated as Company K, 10th Infantry. Both were federalized and are now a part of the Federalized National Guard of the United States. The Supply Company and the Machine Gun Company were not re-organized after the World War, as these units were located elsewhere by state authorities.

Many of the city's most prominent and distinguished citizens have been members of these companies and both companies have furnished many officers for United States service in time of war. More than 100 members of the Utica Citizens Corps alone have become officers in the United States service, six becoming major-generals and three brigadier-generals.

Troop G was organized June 21, 1912, as part of the 2nd New York Cavalry with 2nd Lieutenant Frederick R. Ford commanding. The following year it became Troop G of the 1st Cavalry, N. G. N. Y.

In 1916, because of impending trouble with Mexico, the troop was ordered into active service and left Utica June 25, arrived at McAllen, Texas, July 7th, under command of Captain Arthur W. Pickard, with 1st Lieutenant Nicholas E. Devereux, Jr., and 2nd Lieutenant Daniel C. Munro. It remained on border patrol a number of months, returning to Utica March 12, 1917.

On July 15, 1917, the troop again was called to active service

and left Utica in August for service in the World War, under the same officers. It joined other organizations of the New York National Guard at Spartanburg, South Carolina, and, on the consolidation of New York State troops and the creation of the 27th Division, it was disbanded as cavalry and its members transferred to other units of the 27th Division, the larger portion of them going to the 106th Machine Gun Battalion.

Its members participated in the battles in which the 27th Division engaged, twelve of its members being killed in action and many wounded.

Earl W. Yeomans was decorated with the Belgian Croix de Guerre for gallantry, and Michael P. Costello and Robert S. Carpenter received divisional citations for conspicuous bravery.

On the return of the troops from France the troop was reorganized and federalized and became Troop G, 101st Cavalry, part of the National Guard of the United States. Its present officers are Claude B. Pape, captain; Ralph A. Glatt, 1st lieutenant; Harold H. Barnard, 2nd lieutenant.

The history of the Utica companies and troop of the National Guard of New York in the wars of our country is a record of splendid accomplishment, unselfish devotion and patriotic service and sacrifice. It is a record which not only the participants may recall with satisfaction, but of which every citizen of Utica is proud.

The State Armory, at the corner of Park Avenue and Rutger Street, Utica, is the headquarters of the 3rd Battalion, 10th Infantry, National Guard of the State of New York. It is the home station of Company K, Company L and 3rd Battalion Headquarters Company. The other two companies of the battalion are Company I at Mohawk and Company M, the battalion machine gun company, at Hudson. In 1923 and 1924 the 3rd Battalion of the 10th Infantry ranked first in point of efficiency among the National Guard battalions of the State of New York. In 1923 Company I of Mohawk won the company marksmanship championship of the National Guard of the United States. On January 5, 1925, the 3rd Battalion had reached a strength of 391 soldiers, the full strength of an infantry battalion, on a peace footing, being 382. Troop G, 101st Cavalry, N. G. S. N. Y., has its armory at 321 Lafayette Street.

Three major-generals and five brigadier-generals of the United States Army rose from the ranks of the Citizens Corps. The major-generals were: James McQuade, Daniel Butterfield, John M. Fuller. The brigadier-generals were Rufus Daggett,

William H. Christian, Charles A. Johnson, Sylvester Deering, Oscar F. Long. General Deering and General Long gained their rank in the army following the Civil War, in which conflict the other foregoing generals gained their stars. U. S. Senator Roscoe Conkling and Governor Horatio Seymour were members of the Citizens Corps.

CHAPTER 96.

ATWOOD'S AIRPLANE FLIGHT THROUGH THE VALLEY.

1911—AUGUST 14-25, ATWOOD'S 1,266-MILE FLIGHT FROM ST. LOUIS TO NEW YORK—FLIES 95 MILES FROM SYRACUSE TO NELLISTON, AUGUST 22, AND STAYS OVERNIGHT AT FORT PLAIN—FLIES 66 MILES FROM NELLISTON TO CASTLETON, AUGUST 23, WITH A STOP IN GLEN FOR REPAIRS—"FOLLOWING THE MOHAWK."

This chapter, relative to the first aeroplane flight through the Mohawk Valley, is the seventh chapter treating of valley transportation. The others have covered early Mohawk river traffic, turnpike travel, Erie Canal, railroads and Barge Canal.

In the light of recent feats of aviation, such as 24 hour coast to coast flight, trans-Atlantic flight and around-the-world flights, the 1911 long distance flying feat by Atwood seems insignificant. However, in those early days of aviation, it was a notable performance.

In 1911 Harry N. Atwood made a flight by aeroplane from St. Louis to New York, a distance by air of 1,266 miles. It was an epoch-making event in the history of aviation and formed a fitting chapter in the long record of travel and transportation along the Mohawk, for Atwood followed our river in his air journey through this part of the state. Birds of passage follow the same route from lakes to coast. In the fall and winter months gulls are seen flying over the Mohawk River. This is a sight which has been noted frequently and it was fitting that the first bird man who flew over Central New York should follow the same air path. The St. Louis-New York flight, for its time, remains one of the most noteworthy accomplishments of aviation the world over. Atwood had flown from Boston to Washington, in June-July, 1911, and this was, up to that time, the longest cross country air journey made in the western hemisphere, eclipsing Curtiss' great flight down the Hudson from Albany to New York, the previous year, 1910.

Harry N. Atwood left St. Louis August 14, 1911, and reached Chicago, 283 miles away, in 6 hours and 32 minutes, the same day. He made Buffalo, August 19, and his flight through New York State with the distances and the places he reached each day are as follows: August 20, Buffalo to Lyons, 104 miles; Au-

gust 21, Lyons to Belle Isle (near Syracuse), 40 miles; August 22, Belle Isle to Fort Plain, 95 miles; August 23, Fort Plain to Castleton (on the Hudson), 66 miles; August 24, Castleton to Nyack, 109 miles; August 25, Nyack to New York, 28 miles. Duration of flight, 12 days. Net flying time 28 hrs., 53 min. Average speed 43.9 miles per hr. Air distance covered, 1,266 miles.

The following is from the Fort Plain Standard of August 24, 1911:

"With the ease, grace and confidence of a huge eagle, from out of the western sky Tuesday evening came young Atwood, the St. Louis-to-New York aviator, and it was the good fortune of Nelliston and Fort Plain to get for nothing that for which many cities paid big money—the presence of the foremost bird-man of them all so far as long flights in a short time is concerned. The sight afforded as Atwood came within the vision of the thousands watching intently for him—at first little more than a speck surrounded by a whirl—was one that will never be forgotten by those who witnessed it. Steadily drawing nearer and nearer, for a time coming as straight as the proverbial gun-barrel, and then suddenly shifting to his right, but only for a brief period, the bold but cautious aviator seemed to be searching for a safe place to land. Suddenly resuming his course, somewhat south of east, he dashed over the mill portion of Fort Plain and over the Mohawk River, spied the vacant lot in the rear of the E. I. Nellis homestead, Nelliston, and alighted like a graceful, high-flying bird desirous of spending the night in seclusion and in comfort.

"All this happened shortly before 7 o'clock Tuesday evening, August 22, 1911 (screw the date to your mind), when Atwood was first discovered by the thousands watching and waiting for him, until exactly 7 o'clock, when he alighted safe and sound at the point mentioned. And it was certainly a novel, thrilling, never-to-be-forgotten sight to behold man and machine come from out of the sky—a phenomenon—and a few moments later, through landing, shift himself into a mere human being exciting wonderment by the aid of mere man's cleverness.

"With a wild rush many of the thousands who had long waited for Atwood, expecting only to see him pass over Fort Plain, hastened to the scene of the landing, and the shouts of people, mingled with the noise of automobiles, mortorcycles, clatter of hoofs and rumbling of wagons, quickly caused that which was apparently chaos and pandemonium.

"The surging, seething mob soon surrounded man and machine, and he, coolest of the wild assemblage, made every effort

(and with success) to save his biplane from damage. Atwood begged, expostulated and warned and was quickly aided in his efforts by men who realized the all but helpless predicament in which the aviator, far from police protection, found himself through the intense enthusiasm of the admiring but rash, thoughtless thousands. But all's well that ends well, for despite the eagerness of the crowd, no damage was caused to the biplane.

"After assuring himself that the machine was safe and in good hands, Atwood was brought to Hotel Greeley by autoist Harold Gray, and from the time the car left the Nellis aviation field until the wash-room of said hotel was reached, Atwood was cheered, shouted at and greeted with yells of admiration and encouragement from lusty thousands. And then (prosaic mortal that he is) he ate a hearty supper heartily! And all the time people, and then more people, were arriving in front of Hotel Greeley, and the big crowd included the old band, and the J. J. Witter Fife, Drum and Bugle Corps. Noise? That isn't quite the word, but it will suffice.

"When the cause of it all felt sufficiently rested and refreshed, he was escorted from the Greeley grill room to Canal Street by Postmaster Scott and was cheered, cheered and then cheered, and then introduced to the crowd, after which came a modest, well-put, brief expression of thanks for the cordial greeting. And then the old band turned loose 'Come Josephine in My Flying Machine.' Rather pat, that old band, eh?

"When he could break away without causing displeasure, Atwood, with others, returned to the Nellis lot, located the biplane carefully for the night, and then came back to Hotel Greeley, where the aviator retired about midnight, after leaving a call for 5.30."

"The Making of an Aviator" was the title of a very interesting paper contributed to the Saturday Evening Post (December 7, 1912) by Harry N. Atwood. In it, under the subheading of "Following the Mohawk" he described his journey, in the air largely over the valley, from Syracuse to Fort Plain, although he does not mention the place or Nelliston by name. This sketch forms one of the most interesting documents of flying yet published and the Mohawk Valley part is here reprinted:

"The great future of the aeroplane—its coming necessity to mankind and its marvelous possibilities—was impressed upon my mind most strongly one night when I was making a leg of my flight between the cities of St. Louis and New York. Owing to the inclemency of the weather I had been obliged to remain upon

the ground until late in the afternoon. I was located in a little valley in the hills just outside the suburbs of Syracuse. In accordance with my customary schedule I desired to cover at least a hundred miles more toward my destination. At sunset the disturbing wind elements suddenly died out and I immediately prepared for flight. Ten minutes later and the smoke of the City of Syracuse was fast becoming a speck in the western horizon.

"I shall never forget that beautiful evening. The Mohawk River lay beneath me; but, as it wound in and out between the hills, I would leave its course for a few minutes at a time and pick it up again at another point. Twilight set in and the valley and the river became very indistinct. The tops of the hills and the mountains, however, stood out clearly in the waning light.

"One by one I could make out the lights of the farmhouses, thousands of feet beneath me in the valley; and they seemed to increase in number in exactly the same manner as the stars above me increased in number.

"Finally the Mohawk became shrouded in darkness, and it was only when passing over a lighted village or town that I was able to distinguish anything. I felt as if I were in a dream.

"I gazed into the dark depths and wondered what sensation the mortals down there were experiencing as I roared over their communities! I did not experience any inability to keep my equilibrium, but I did experience a peculiar sense of giddiness, which was probably due to the unusual surroundings. Mile after mile I flew, high over the valley, marveling at the wonders of the situation and forgetting that sooner or later I should be obliged to make a landing. This realization came to me very forcibly when I discovered that it was almost impossible to make out even the tops of the mountains. Then I selected the first hill I came to and began circling round it in long spirals, gradually coming to it closer and closer. Finally discovering an opening among the trees, I dropped into it safely. [At Nelliston, opposite Fort Plain.]

"It seems to me that this experience alone demonstrates very clearly the possibilities and the adaptability of aviation to almost every type of mankind. The only feature about it that can be criticised or questioned is the fact that it is accompanied by considerable danger; but it will not take long for human ingenuity to eliminate this one and only obstacle."

In 1925, the great dirigible balloon, the Shenandoah, passed westward over the Mohawk River, completing the aerial history of the Mohawk Valley up to that year.

CHAPTER 97.

MOHAWK RIVER WATER POWER—1895-1925.

By W. E. McClintock of the Adirondack Power and Light Corporation, Schenectady.

EARLY WATER POWER DEVELOPMENT—1811, COHOES MANUFACTURING CO.—1833, HERKIMER MANUFACTURING AND HYDRAULIC CO.—AMSTERDAM DEVELOPMENT ON THE CHUCTANUNDA, 1848, 1855, 1865, 1875—FIRST MOHAWK VALLEY HYDRO-ELECTRIC PLANT AT DOLGEVILLE, 1897—COLONIAL DUTCH AND ENGLISH NAVIGABLE STREAM LAWS—MOHAWK VALLEY POWER COMPANIES—COHOES POWER AND LIGHT CORPORATION—FULTON COUNTY GAS AND ELECTRIC COMPANY—UTICA GAS AND ELECTRIC COMPANY—ADIRONDACK POWER AND LIGHT CORPORATION—ITS AMSTERDAM STEAM PLANT—ROTTERDAM POWER CENTER—CONKLINGVILLE DAM AND SACANDAGA LAKE RESERVOIR—MOHAWK VALLEY WATER STORAGE AND CONTROL SYSTEM—VALLEY GREAT SUPER POWER SYSTEM—160,800 HORSEPOWER PRODUCED IN MOHAWK VALLEY HYDRO-ELECTRIC PLANTS IN 1925.

The story of water power on the Mohawk River is the story of the development of the valley of the Mohawk itself.

The early Dutch settlers at first took up their abode around the old trading port at Albany and began working their way westward at a very early date. The rapids of the river were dammed at various points to meet the demands of the times and the power of the water was used for grinding the grains of the early inhabitants. Then they began using the power for grist, flour and saw mills, and from that time on it has been an evolution which brings it down to the present day of efficient hydro-electric development.

The first water power development and the first mill in the Mohawk Valley were constructed by Sweer Teunise Van Velsen, on Mill Lane Kill in Schenectady in 1666. In 1673, high water carried away this first mill and a new one was built. In 1924, part of this second old mill formed a portion of a barn in the rear of Burger's store on State Street in the city of Schenectady.

Rising in the lower part of Lewis County, near the Oneida County line, the Mohawk and the Lansing Kill come together at Hillside. Above Hillside both branches flow through a mountainous section, but there are very few settlements and no water powers of any importance on either.

At a point about five miles above Rome, the banks of the river narrow into a deep gorge where the State has built a dam 1,100 feet long with a spillway 300 feet long near its center and a masonry content of about 90,000 cubic yards. Its height is a hundred feet from crest to lowest foundation. The reservoir has an area at crest level of four and one-third square miles. The actual greatest depth is 70 feet with an average of 23 feet and the capacity of the reservoir is 2,750,000,000 cubic feet. The vast reservoir was created for the purpose of supplying water for the Rome Summit of the Barge Canal, and the water is conducted by a diversion canal. Water is also conducted into this reservoir from the Black River, which empties into Lake Ontario near Watertown, by means of a diversion canal which was originally constructed for the old Erie Canal.

The effect of this diversion into the Rome Summit of the canal is to carry part of the waters of the upper 137 square miles of watershed drainage area of the Mohawk into Oswego River and Lake Ontario. There is no power at this dam although its future development is possible.

The water supply for the Barge canal development in the Mohawk River section, is further augmented by a dam at Hinckley Lake on West Canada Creek, where the waters are diverted through a canal 5.7 miles long from Trenton Falls into Nine-Mile Creek, where it flows by natural stream to the Barge Canal at a point near Oriskany. The watershed of Hinckley Reservoir is 372 square miles and the reservoir has a storage capacity of 3,445,000,000 cubic feet. There is [1924] no power plant at this reservoir, but at Trenton Falls, about five miles below the dam, is a plant of the Utica Gas & Electric Company, which is described in subsequent pages:

From Hillside the Mohawk Valley opens out and the flow of the river is rather sluggish past Rome, Oriskany, Whitesboro, Utica and Herkimer to Little Falls, where the gorge narrows and a natural water power site attracted some of the early settlers, and where power plants are now in operation.

From Little Falls there was very little drop in the stream until it passed Schenectady. Below Schenectady, at Green Island, near Visscher's Ferry, there was a natural rapids which is now the site of a dam that backs the water to a point west of Schenectady. A state power house is being built [1924] at this dam to develop 8,000 horsepower.

Farther down the stream was another rapids where the Crescent dam and a State power house are located, being known as

Lock No. 6. Here a power plant of 8,000 horsepower is being erected [1924].

At Cohoes the river drops abruptly in a high falls, of about 70 feet in descent, and from that point on to the confluence of the Mohawk with the Hudson, opposite Troy, there were several places where the old settlers built small dams and established mills to make their flour.

The branches of the Mohawk have been also used for power from the earliest times. Beginning at the lower end of the Mohawk and working back, we find the Chuctanunda Creek on the north side coming down from the hills above the city of Amsterdam, the Schoharie River rising in the Catskills on the south and flowing into the Mohawk just above Amsterdam. At Middleburg on the Schoharie, there is a small water and steam plant and a water power plant in Gilboa. The City of New York has built a dam at Gilboa which takes one-third of the drainage area and one-half of the water of Schoharie River, and conducts this water through an eighteen mile tunnel to its great domestic water supply reservoir created by the construction of the Ashokan dam.

In 1833, the Herkimer Manufacturing and Hydraulic Co. was incorporated with a capital of $100,000. The object of this organization was the building of a dam across the West Canada Creek about two miles above its outlet into the Mohawk River at Herkimer. About $40,000 was expended on this work which is located at the present (1924) northern limits of Herkimer. Nearly the whole volume of the ordinary flow of the creek was impounded in an artifiicial body of water, which gives a head of 37 feet. Hardin's "History of Herkimer County" says: "It was calculated by the engineer that this canal would produce power equivalent to what would be required to run 138 runs of 54 inch mill stones. While it can scarcely be said that this project has met the expectations of its more sanguine projectors, yet it has been of great importance to the village, and, within the past ten years, has been still more extensively utilized in supplying power to the numerous manufacturing enterprises that have been started, to the great benefit of the community." Since the foregoing was written in 1893, the industrial development of Herkimer has been remarkable and the "Hydraulic Canal" has been of great value in furnishing water supply to the factories located on its route. The reservoir has most picturesque surroundings and is known as Mirror Lake.

The first conservation of water power on a considerable scale in Montgomery or Fulton counties and the third large water

power development in the Mohawk Valley was accomplished by Amsterdam manufacturers. In 1848 a dam was built across the Chuctanunda above the Forest paper mill. In 1855 the Galway reservoir covering 450 acres (at Galway, Saratoga County, northeast of Amsterdam), was built. This was enlarged in 1865 and 1875 to an area of stored water of 1,000 acres. This water system has been largely responsible for the industrial importance of Amsterdam.

In the early history of the electrical development of the Capitol District, a company was organized to take over from a group of promoters headed by DeWitt A. Devendorf, five power sites between Esperance and Fort Hunter, known as the Empire State Power Company. One of these sites was developed and was operated for a time, but it was damaged by a flood and never rebuilt because of the action of the City of New York in appropriating the water at Gilboa.

Next, on the north side of the Mohawk is Garoga Creek, on which is a plant owned and operated by the Fulton County Gas and Electric Company. The Creek rises in Garoga Lake on the west fork and in Peck Lake on the east fork. Peck's Lake is dammed by a concrete dam thirty feet high and is used for storage. Garoga Lake has only a small regulating dam at the outlet. Below the junction of the two branches is a dam owned by the Rockwell Manufacturing Company, where a power house will eventually be located, and below Rockwell is the plant of the Fulton County Gas and Electric Company. There are other undeveloped power sites below the Electric Company's plant, and altogether the stream is capable of producing over 20,000 horse power in a properly constructed and operated series of plants.

East Canada Creek is the next Mohawk River branch to the west of Garoga Creek and on the north side of the Mohawk. It has its principal headwaters in Canada Lake and the group of lakes which drain into it. The elevation of Canada Lake surface is 1,545 feet U. S. Geological Survey datum. This is an important power stream and will be treated more in detail under a separate heading. For the present it is sufficient to say that under the development plan of the Adirondack Power and Light Corporation, East Canada Creek is destined to become one of the most important power producing rivers of the country for its length and size.

West Canada Creek, being also on the north side of the Mohawk and west of East Canada Creek, is also an important stream for water power. It has a much greater drainage area than East

Canada Creek, but artificial conditions will keep it from becoming a competitor of the East Creek as a power producer because of the diversion of the water at Trenton Falls for Barge canal use during the dry months of the year.

The Oriskany Creek which empties into the Mohawk near the village of Oriskany, although not an important power stream, has numerous small dams producing power on a small scale for local mills. At Deansboro a small plant produces electric light for the village.

Sauquoit Creek, flowing into the Mohawk at Whitesboro, also has numerous small dams where the power is used in local mills. There are no hydro-electric plants on this stream, except a very small plant at Sauquoit owned by the Adrian Knitting Company which, in addition to furnishing power to the mill, lights the village.

In the construction of the dams for the Barge Canal at Visscher's Ferry and at Crescent, the State provided for the future construction of power plants and, at the time of this writing, it is expected that they will be turning out power in 1925. Each plant is designed for 8,000 horse power. The construction of these two plants by the State puts the State into the power business. How much further it will go, no man can tell. It may be well to hesitate for a time to see how these plants work out. Without further development of headwater control works, the river is subject to serious fluctuations and in the dry season of the year there is very little flow in the river which would not be used by Barge canal lockage. The winter months, when not hindered by frost, will be the periods of operation for these plants at their full capacity. The summer output will necessarily drop to a low average, and the average must be lower as the traffic on the canal increases.

Not strictly a part of the Mohawk River but in the Hudson at its junction with the Mohawk, is a dam built by the United States Government in its control of tidewater streams where the power plant of the Ford Motor Company is located. This plant supplies most of the electric power used by the Ford Motor Company in its Green Island plant.

Perhaps no river in the country has been the source of more legal discussion than the Mohawk, except possibly the Hudson, but the two rivers have been a never ending legal tangle. In the beginning of its history, the law of the Netherlands was the law of the land. When the English took over the Dutch possessions, in 1664, it was stipulated in effect that the civil laws of the Neth-

erlands should apply to all grants made prior to that time. Subsequent to the date of possession by the English, the common law of England was applied.

The titles granted to the original settlers in the Hudson and Mohawk valleys, as construed by the rules of the civil law prevailing in the Netherlands from whose government they were derived, did not convey to the riparian owners the banks or beds of navigable streams. Upon the surrender of the territory, the guaranty assured by the English authorities to its inhabitants, of the peaceful enjoyment of their possessions, simply confirmed the right already possessed and the beds of the navigable streams never having been conveyed, became by virtue of the rights of eminent domain, vested in the English Government as ungranted lands, and the State of New York, as a consequence of the Revolution, succeeded to the rights of the Mother Country. Section 25 of the Constitution of New York of 1777 reads: "And the convention in the name and by the authority of the good people of this State, ordain, determine and declare that such parts of the Common law of England and the Statute law of England and Great Britain and the acts of the legislature of the Colony of New York, as together did form the law of said Colony on the 19th day of April, in the year of our Lord One thousand seven hundred and seventy-five, shall be and continue the law of this State subject to such alterations and provisions as the Legislature of this State shall from time to time make concerning the same."

By the common law of England, all fresh water rivers of sufficient magnitude and capacity for navigation are public highways, and although the entire proprietary interest in them is in the riparian owners, they have such title subject to the easement of the public which can not be lawfully interrupted. But the right to the use and enjoyment of the waters for any purpose to which water or its power may be applied is appurtenant to the ownership of the adjoining land and may be so appropriated by the riparian owner subject only to such easement and to the limitation that the right of the riparian owners equally entitled to such shall not be infringed. The rule is otherwise in respect to navigable rivers as defined by common law, being otherwise described as tidal streams. There the property is in the sovereign or state and the riparian owners as against it for its use, have no proprietary interest in the waters as appurtenant to the soil owned by them on the river banks.

What is a navigable river has been discussed in many cases before the Courts. It has been quite definitely settled in New

York cases, that even though the passage of the river is interrupted by falls or rapids, if the stream is naturally navigable for boats, rafts or other floats above and below the falls, the river is navigable.

The records of grants on the Mohawk by the Dutch are very incomplete, while the records made by the English are quite complete. In some of these grants the bed of the river is reserved specifically, while in many others there appears to be no reservation, and in such cases it has been contended that the bed of the river passed with the grant of the upland.

Incidental to this discussion the name of the Mohawk River appears to have been unsettled as late as 1761. In that year a grant was made to one Isaac Vrooman of Schenectady, of certain lands on the south side of the river near Visscher's Ferry, in which the river is designated the Niskayuna or Schenectady or Mohawk River. The spelling is slightly different in the original record on file in the office of the Secretary of State, but is used here as the words are spelled today.

With these facts in mind it may be noted that the question of ownership in the bed of the river was never disputed in any case of which there is any official record until after the beginning of the Canal history, when in 1792 the legislature, on the 30th of March, created the Western Inland Lock and Navigation Company. This act was amended on the 22d of December, 1792, General Laws, Vol. 3, page 13, the fifth section of which declared that "all the lands under the water in the Mohawk River which might be required by said Corporation for purposes of constructing any canal locks, dyke embankment or dam for the improvement of navigation thereof should be and thereby was vested in said Corporation and its successors as a free gift from the State, the rights to all lands under the water not so occupied as aforesaid to be appropriated as the Legislature should from time to time direct." This bill was objected to by the Council of Revision, consisting of Governor George Clinton, Chancellor Livingston, Justice Hobart and Justice Lansing, and the objection was that the third section was "a violation of private rights, in improperly appropriating lands of individuals and in not providing adequate compensation."

The 14th Amendment of the Constitution of the United States was not then in existence, but the theory was recognized by the Council of Review. The bill was unanimously passed by the Senate, save one, and by the Assembly. The Legislature entirely

overrode the wise counsel of the learned members of the Council of Review.

The Erie Canal was completed in 1825, and out of this came many claims for damages. Among them the Tibbits case in the Court of Errors in 1836 (Canal Appraisers vs. Tibbits, 17 Wend. 571). The relator claimed damages should be allowed him by the Canal Appraisers for the destruction of a waterfall alleged to be his property in the Middle Sprout of the Mohawk nearly opposite the junction of the Erie and Champlain Canals by the erection of a dam across the Hudson River at the Sloop lock between Troy and Lansingburg. The case related to land originally granted under the Civil law and later, in 1704, by patent of Confirmation of the Manor of Van Rensselaerwyck.

In the Supreme Court the Chancellor in his opinion concluded that "by the patent of confirmation, granted in 1704, everything embraced within the exterior boundaries of the Manor is granted and consequently the islands in the river and the beds of the river above tide water contained within the bounds of the grant passed to the grantee, saving the public right of navigation and excepting such portions of the premises included in the patent as had been previously granted to others."

Senator Beardslee opposed the opinion of the Chancellor. In commenting on a statement made by Chief Justice Spencer in Hooker vs. Cummings, 20 Johns. R. 100, in which the Chief Justice said: "Nor do I feel myself authorized to reject the principles of the English Common law by saying that they are not suited to our conditions when I can find no trace of any judicial decision to that effect, nor any legislative declaration or provision leading to that conclusion." Senator Beardslee said: "Would the learned Judge have made that remark had he not overlooked the various acts of the government and its agents that have been proved on this trial? And could he with propriety have made it in reference to the Mohawk? I feel a strong conviction that the bed of *that* river, at least, whatever may be said of others, is still the property of the State!" The vote in the case was 13 to 11 in favor of Senator Beardslee's contention, the Chancellor voting against the Senators. By this vote the judgment of the Supreme Court was overridden by the Senate sitting as a Court of Errors.

In one of the most recent cases, known as the Danes case, 219 N. Y. 76, Mr. Justice Collin refers in his opinion to the reasoning of Senator Beardslee and says: "The rule of the Common law of this State (that of England) that the title to the bed of navi-

gable rivers, not tidal, passed to the grantees of adjacent lands has not heretofore applied to the grant of the banks of the Hudson and Mohawk rivers."

In all other respects the English common law is held to apply to all non-tidal streams not boundary rivers, but the doors are still open for the Supreme Court of the United States to pass upon the subject, if occasion arises, and there is a very wide difference of opinion between lawyers as to how that Court would view the question.

The fact is that most of the cases which would bring this question to the Supreme Court of the United States have been disposed of in the Courts of the State, and there is little likelihood of the question ever coming before that body. An extremely interesting discussion on the subject is to be found in the case of the Fulton Light, Heat and Power Company against the State (62 Misc. 196). This case applies to the Oswego River, but has been much discussed in all of the subsequent cases relating to the Mohawk and Hudson rivers.

The canalization of the Mohawk has changed the river's water power situation materially in many respects. It has put the State in the power business at Crescent and Visscher's Ferry and has diverted the waters of the River to canal lockage as the primary use, and its use for power purposes has been made secondary.

THE COHOES POWER AND LIGHT CORPORATION.

In 1811, Stephen Van Rensselaer conveyed to Garret Peebles, Timothy Leonard, Elijah James, Elias Parmlee, Calvin Barker, John Stewart, Ebenezer W. Walbridge, Joseph Fox, Sylvanus I. Penneman and Jacob L. Lansing, a tract of land at Cohoes Falls in the Mohawk, which was the beginning of an organization known as the Cohoes Manufacturing Company. There had been a dam across the river previous to this, and the dam was made part of the conveyance. From this beginning there were numerous manufacturing plants and mills established along the canal, and the water was used in one after the other of these mills until the lower level was reached and the water passed into the river again after a drop of some 90 feet. The present difference between levels is 96 feet.

In the early '30s the Cohoes Manufacturing Company was dissolved, and in November, 1833, the Hon. David Codwise, a Master in Chancery, sold the original and accumulated properties to the Cohoes Company. The trustees of the Cohoes Manufacturing

Company, at the time of the dissolution, joined in the deed with the Master in Chancery. They were Benj. Demilt, Edward Taylor, John Sayer, Calvin Barker, Joseph Curtis, William H. Morrill and Samuel Demilt.

The Cohoes Power Company continued in existence until 1918, when the property was sold to the Cohoes Power and Light Corporation which has constructed a power plant on the river, consisting of four units, with a total capacity of 40,000 horsepower. During the present year (1924) a fifth unit of 14,000 horsepower is being installed, which will bring the total capacity up to 54,000 horsepower. The hydro-electric output of the plant for 1923 was 108,250,700 kilowat hours. Frank McTait, of Dayton, Ohio, is (1924) President and General Manager of the Company.

THE FULTON COUNTY GAS & ELECTRIC COMPANY.

The cities of Johnstown and Gloversville, the village of Fort Plain and other towns and villages in the Mohawk Valley are supplied with power generated on Garoga Creek. The power plant was built by the Mohawk Hydro-Electric Company, at Ephratah, but is now owned and operated by the Fulton County Gas and Electric Company. The power plant has a capacity of 6,650 horsepower. Storage is secured in Peck's Lake and Garoga Lake. The Rockwell Manufacturing Company owns a dam located just up stream from the plant and pond of the Fulton County Gas and Electric Co. plant, and a power plant there is projected for construction in the near future. There are other valuable power sites on the Creek, and when they are all constructed and in operation, the stream will be producing in excess of 20,000 horse power.

The hydro-electric development of Garoga Creek under the ownership of the Fulton County Gas and Electric Co., is of much public interest. This stream rises in a group of headwater lakes, of which Garoga and Peck's lakes are the most considerable. This Garoga Lake group lies to the southeast of the Canada Lake group. The Garoga empties into the Mohawk River at Palatine Bridge, three miles north-northwest of Fort Plain. Peck's Lake, or Peck's Pond, is the most southerly Adirondack lake of any size. About three miles northwest of Peck's Lake, lies Garoga Lake, which is a great pleasure resort for the people of the Middle Mohawk Valley and the most southerly lake thus developed in the Adirondack region, lying only about ten miles due north of the Mohawk River.

In 1915, the Garoga Creek hydro-electric power development was described as follows:

The reservoir system of the development consists of three considerable natural lakes and an artificial reservoir. The lakes are: Peck's with an area of 1,500 acres, which is owned by the company; and East and West Garoga, with a combined area of 700 acres, from which the company has the right to draw 4½ feet of water. The level of Peck's Lake has been raised 24 feet by a dam 900 feet long and 36 feet high, of arch and buttress construction. The water from both of these bodies is conveyed to the main reservoir, a distance of 12 miles, through the natural channel of Garoga Creek. This main reservoir, located at Garoga village, about two miles from the power station, has an area of 50 acres. It is formed by a concrete arch and buttress forebay dam 720 feet long, 58 feet high and having a spillway 260 feet in length.

There are two transmission lines known as the Gloversville-Johnstown and the Fort Plain lines. The former is a 10-mile, 23,000 volt line, transmitting power to the Fulton County Gas & Electric Company, which corporation serves the cities of Gloversville and Johnstown and adjacent communities. The latter is a 7-mile, 23,000 volt line, direct to the sub-station at Fort Plain.

Work on the Garoga Creek development was started in May, 1910. The Gloversville-Johnstown load was taken on in February, 1911, and the Fort Plain service inaugurated in February, 1912.

In 1924, further development of Garoga Creek was planned which would increase the total power produced by the Fulton County Gas and Electric Co.'s plant on Garoga Creek to 14,500 horsepower.

THE UTICA GAS AND ELECTRIC COMPANY.

The Utica Gas & Electric Company owns and operates water power plants at Dolgeville, on East Canada Creek; at Little Falls on the Mohawk River, and at Trenton Falls on West Canada Creek. It also owns other power sites on West Canada Creek, at Newport and at Middleville, and at other points. Newport and Middleville are excellent natural power sites, but they are located below where the division canal takes the flow of the Creek over into the Nine Mile Creek drainage, and are therefore capable of operation only during the closed season for the canal.

The plant at Trenton Falls consists of seven units, with a total generating capacity of 35,400 horse power. The average flow of the stream at this point is 1,100 cubic feet per second, and the

total head with flashboards is 272 feet. Part of this plant was built in 1900, and consisted of four units of 1,350 horsepower each. The other part of the plant was built in 1917-1918 as a war measure and consists of two units of 10,750 horsepower each and one of 8,500 horsepower.

The Cohoes Falls, Beardslee Falls (East Creek) and the Trenton Falls plants were the three leading and largest hydro-electric developments in the Mohawk Valley in 1925.

The water power plant at Little Falls, on the Mohawk River, owned by the Utica Gas and Electric Company, is a low head plant of only 1,600 horse power capacity. The average head is 17 feet, and the average flow of the river at this point is 2,650 cubic feet per second. There are three units of 533 horse power each. During low water in the river (when the Barge Canal is in operation), while the canal has never yet been used to any such extent as to require all of the low water flow of the river, it is at times under 400 cubic feet per second, or less than 500 horse power. There are other water powers at Little Falls which may eventually be joined in one plant.

The Dolgeville plant of the Utica Gas and Electric Company on East Canada Creek has a total plant capacity of 2,800 horse power and consists of three units, one of 1,600 and two of 600 each. Here a dam 17 feet high and 240 feet long diverts the water through 540 feet of 10-foot diameter penstock to a point below the falls where a head of 72 feet is created. Until the year 1924 there was practically no regulation on the creek above the Dolgeville plant, but the construction of a new concrete dam at Stewarts Landing, at the outlet of Canada Lake into East Creek, has created a regulation of the Sprite Creek branch, which will in the future serve to control the flow from the lakes and make more water available for power purposes.

The Dolgeville plant is the original hydro-electric development in the Mohawk Valley having been inaugurated in 1897. (See Chapter 132 on Hydro-Electric Development in The Upper Mohawk Valley.)

In addition to the three water power plants of the Utica Gas & Electric Company, there is a steam plant at Utica with four units and a total capacity in excess of 26,000 horsepower. The Utica Gas & Electric Company serves about forty cities, towns and villages, and has about 100 miles of high tension transmission lines and over 200 miles of pole lines. Its combined (1924) maximum power available is 65,800 horsepower, of which 39,800 is hydro-electric power and 26,000 steam plant power. (See Chap-

ter 132, Utica Gas & Electric Co. and Hydro-Electric Development in the Upper Mohawk Valley.)

ADIRONDACK POWER AND LIGHT CORPORATION.

Riding in the train or along the highway between the cities of Amsterdam and Schenectady, a few miles east of Amsterdam one can hardly fail to notice on the south bank of the Mohawk, the imposing structure of the steam power plant of the Adirondack Power and Light Corporation. Finished and put in operation in 1922, with a capacity of 40,000 horse power, and doubled in size in 1924 to 80,000 horse power, with plans for the future of still further additions and an ultimate extension to 300,000 horse power, it is the most beautiful steam power plant ever constructed. It was designed by the world famous architectual firm of McKim, Mead and White of New York City, the designers of some of the world's most famous modern structures.

A few miles east of this steam plant is the Rotterdam Substation, the nerve center of a system of wires leading north, south, east and west, bringing in the power from the mighty Hudson, the Hoosic, East Canada Creek and the steam plant, and sending it out to the east as far as Boston, to the west as far as Erie, Pa., and to the south almost to the gates of New York City. By interconnections already made and in process of making in the latter days of 1924, the principal power plants of New England have been joined with the plants of the Adirondack. Connections have also been made with the United Hudson Electric Co. at Poughkeepsie; the Fulton County Gas and Electric Co., at Gloversville; the Utica Gas & Electric Co., at Utica; the Municipal Gas Company, at Albany; the Cohoes Power and Light Company, at Cohoes; the Troy Gas Company, at Troy, and through the Niagara, Lockport and Ontario Power Co. to the western part of the State and the cities of Syracuse, Rochester and Buffalo. Lines under construction in 1924 also connect with the southern territory operated by the New York State Gas & Electric Corporation, and extending from Ithaca, on the west, to Kingston, on the east, and from near Utica on the north to below Monticello on the south; also through this company to Binghamton. From Binghamton it is only about eighty miles to Scranton and the great anthracite coal fields.

Through the Utica Gas and Electric Company, connection is being made with the Northern New York Utilities Company at Watertown, with about 350 miles of high tension transmission lines covering the entire northwestern portion of New York State

from the St. Lawrence River to Rome and from Lake Ontario to the Adirondacks.

The Niagara, Lockport and Ontario Power Co. operates transmission lines in sixteen counties in western New York. It purchases power from the Niagara Falls Power Company, on the American side, and from the Ontario Power Company on the Canadian side, owns a steam plant of 40,000 horse power at Lyons and a water power plant of 35,000 horse power at Salmon River. It also purchases the entire output of several other plants and distributes from Syracuse west to Niagara and south to Olean, New York and Bradford, Pa., and along the south shore of Lake Erie to Erie, Pa., by connection with other lines.

Thus has super-power been developing from a dream of a few short years ago to reality, and thus it will continue to grow and expand beyond the limits of the original dream until the whole United States is linked together in one great power trunk system, one of the main links of which will be the lines radiating from the great power center at Rotterdam in the Mohawk Valley.

The Adirondack Power and Light Corporation is in itself and its history a super-power system. It owns the first big water power plant constructed on the Hudson River at Spier Falls, which was begun in 1900 and put in operation in September, 1904. At about the same time its power plant near Mechanicsville, on the Hudson, was completed. It owns the power plant in Fort Ann, formerly known as Kanes Falls, but now called Ashley Falls, in honor of Eugene A. Ashley, the builder of Spier Falls and Kanes Falls, and who is sometimes referred to as the father of hydro-electric power in New York State. It also owns the important hydro-electric plants on the Hoosic River, one at Schaghticoke and one at Johnsonville, which were built about 1907-12, and three hydro-electric plants on East Canada Creek, known as Beardslee Falls, Inghams and Sprite Creek. The Inghams plant was built in 1912. The Sprite Creek plant was completed in 1924 and is operating under remote control as an automatic plant, the largest plant thus far put in operation under remote control, which means automatic operation by switches from the Inghams Mills plant without man supervision.

The Beardslee Falls plant takes the place of the pioneer hydro-electric plant of the Mohawk Valley, formerly operated near the spot for many years by the East Creek Electric Light and Power Company, owned and operated for many years by Guy R. Beardslee, for whom Beardslee Falls is now named. This great plant is situated about a mile north of the Mohawk Turnpike, on East

Canada Creek. When completed, the Beardslee Falls plant will take its place among the important power plants of the State, with 30,000 horse power. The Inghams Mills Power Plant is 8,000 horse power, and the Sprite Creek Plant is 6,000 horse power.

Sprite Creek is the outlet of Canada Lakes and the new concrete dam at Stewarts Landing is the starting point of a wood stave pipe line which winds for nearly four miles to a point where it joins a steel penstock, dipping sharply to the Sprite Creek Power Plant located at an advantageous spot on the stream, and where a net effective head of 370 feet is obtained. This plant enjoys the distinction of being both the first high-powered automatic plant in operation in the State, and the highest head plant and has been a matter of great interest to engineers. The net effective head at Inghams is 127 feet, and the net effective head at Beardslee Falls, when completed, will be 195 feet.

Historically and commercially, the story of hydro-electric development on the East Canada Creek is of paramount interest. It stands first in the record of hydro-electric power plants in the Mohawk Valley, because Dolgeville was the scene of the first electric power house in the Valley where the current was produced by water power. This was in 1897. At the time of the writing of this chapter in 1924, East Creek had a more complete hydro-electric development than any other stream in the Mohawk Valley. When projects then under way should be completed, the total electric power to be produced on this stream was estimated at a maximum of 46,800 horsepower.

Captain Guy R. Beardslee (born in May, 1859), a young army engineer, became interested in hydro-electric power development. He resigned from the army and devoted his energies to harnessing the water power on his property at East Creek. The first power was turned on March 17, 1898. St. Johnsville village was the first customer.

Mr. Beardslee devoted his entire time to this development. In 1912 he retired in favor of the East Creek Electric Light and Power Company, which was in 1921 taken over by the Adirondack Power and Light Corporation, and the power development carried on to a greater extent by reason of increased capitalization, but in all essential detail the development has followed the lines originally planned by Captain Beardslee and his clear vision has been amply justified.

In addition to the hydro-electric plants owned by the Adirondack Power and Light Corporation, it purchases all of the power

of the 40,000 horsepower Sherman Island Plant of the International Paper Company, located just below its Spier Falls Plant on the Hudson River. This Station was completed in the latter part of 1923 and consists of four 10,000 horsepower turbines operating under an effective head of 66 feet.

The company also purchases all of the power of the Feeder Dam Plant of the Moreau Manufacturing Corporation, which is located just below the Sherman Island Plant on the Hudson, at the State Dam, which was built for the purpose of diverting the waters of the Hudson River to the summit level of the Champlain Canal.

The total hydro-electric horse power owned and operated by the Adirondack Power and Light Corporation in the summer of 1924, was approximately 95,000, under construction, 30,000. Not owned, but all the power purchased, 47,500; total hydro-electric power operated and under construction 125,000 horse power. Steam power operating 1924, 40,000; under construction, 40,000; total steam power operated and under construction in 1924, 80,000 horse power. Total, with construction work completed, over 250,000 horse power, of which 44,000 hydro-electric and 80,000 steam power will be produced in the Mohawk Valley, with the completion of developments under way in 1924.

The company also owns the dam site and land below it on the Sacandaga Branch of the Hudson River, most of which was acquired as far back as 1906. The River Regulating District of the Hudson River now proposes the construction of a dam at Conklingville which will create a pondage in excess of twenty-five billion cubic feet of water, and which will be used to catch the flood waters of the drainage area of the Sacandaga. It will serve, in a large measure, to prevent the flood conditions which have menaced the Hudson Valley in the past, and this water, let down during the dry season, will make possible the production of more power during the dry seasons to the great advantage of the Hudson and Mohawk valleys. It will take care of the increased traffic on the barge canal, and by maintaining a stronger flow in the stream, will prevent accumulations of filth and other unhealthy conditions. It will also create a new source of hydro-electric supply at the Conklingville Dam. It will thereby advance the industrial and material welfare of the whole State, but particularly the Mohawk Valley and the Capitol District.

The Adirondack Power and Light Corp. supplies and distributes all of the commercial electric power used in Whitehall, Fort Ann, Fort Edward, Hudson Falls, Glens Falls, Saratoga, Ballston

Spa, Schaghticoke, Johnsonville, Watervliet, Schenectady, Amsterdam, St. Johnsville, Oneida and Canastota, and many smaller towns and villages. It supplies all of the power used in Troy, and distributed retail by the Troy Gas Company. It supplies the power used by the New York State Railways from Little Falls to Utica and Rome, and as far west as Syracuse, also to the Hudson Valley Railroad, the United Traction Co. of Albany and Troy and the Schenectady Railways Co. It supplies much of the power used in the Capitol District and distributed by the local companies. It supplies the local company at Mechanicsville, and through a subsidiary, the Kanes Falls Electric Company, it supplies power to the Granville Company, and through Granville to the quarries in Vermont, just across the State line from Granville. In 1923 the company sold 322,061,000 kilowatt hours of power against 245,000,000 in 1922, and 193,000,000 in 1921. The per cent of increase in demand for electric power in its territory exceeded the average throughout the United States by about five per cent.

The possibility of using the waters of the Mohawk for generating power at the numerous locks occurs to many in passing these great engineering works, and the question is often asked why it can not be so used. The reason is that, except at Cohoes, Crescent, Visscher's and Little Falls, the fall is not enough to compensate for the cost of installation of power plants, and, with this thought in mind, the various dams were constructed so that they might be lifted out when canal operations ceased and allow free passage for winter flood waters and ice which would otherwise be great sources of danger and damage. While the canal season is on, these dams actually do produce the power necessary for the operation of most of the locks through small but adequate hydro-electric power plants located at the locks.

The total hydro-electric power of the Mohawk Valley constructed or under construction in 1924, is as follows:

	Horse Power
Mohawk River, Main Channel.	
Cohoes Power and Light Corporation	54,000
Crescent Dam (owned by State)	8,000
Visscher's Ferry Dam (owned by State)	8,000
Little Falls (Utica Gas & Electric)	1,600
Garoga Creek	
Fulton County Gas & Electric	7,000

East Canada Creek

Sprite Creek (Adir. Pr. and Lt. Corp.)	6,000
Dolgeville (Utica Gas & Electric)	2,800
Inghams (Adir. Pr. and Lt. Corp.)	8,000
Beardslee Falls (Adir. Pr. and Lt. Corp.)	30,000

West Canada Creek

Trenton Falls (Utica Gas & Electric)	35,400
Total for the watershed, exclusive of small dams where power is used locally	160,800

These constitute the bulk of the possibilities for all-the-year operations. There are several important sites on the East and West Canada creeks, some of which may be developed as all-the-year power sites, and others (on West Canada Creek) are only part time sites (being below the diversion canal). The Visscher's Ferry Plant and the Crescent plant will be part time plants subject to the needs of the canal.

The plants of recent construction are being built to use the ultimate possibilities of the streams. Some of the older plants may be remodeled or reconstructed, to produce a much greater amount of power for a shorter time in the twenty-four hours of the day. The working day in industry is the period of greatest use of power and usually consists of the daylight working period of from 7 A. M. to 5 or 6 P. M. If the water can be controlled so that it will not be let down during what the engineers call the off-peak periods, and all let down during the nine or ten hours of peak load, it would be able at one time to create about 2½ times as much power in nine or ten hours as the same water could create at one time if spread over the twenty-four hours. For this reason engineers figure on reservoirs for storing the flood waters to get an absolute control of the flow and figure on the steam plants or hydro plants where river control is not possible by storage, for the base loads. Therefore, as it becomes possible in the future to create storage reservoirs, it will become possible to create larger power plants. It would be difficult now to estimate what the ultimate water power plant capacity of the Mohawk watershed may be, for the reason that even though it were possible to control the flow of the streams absolutely, the cost of such control might be so great that it would not become profitable from the standpoint of power alone. It might be possible to make it profitable if the storage were to be needed in the operation of the Barge Canal. At present an engineering study of

river control is being made by Mr. Frank M. Williams, former state engineer, and much will depend upon the results of his study.

The Adirondack Power and Light Corporation is operating under an original charter granted in 1886 under the name of the "Westinghouse Illuminating Company", which was organized by the Westinghouse interests, then an important factor in the commercial life of Schenectady.

In 1892, after the organization of the General Electric Company, the Westinghouse Illuminating Company was reorganized by the withdrawal of Westinghouse directors and the election of General Electric men and the name changed in 1892 to the "Schenectady Illuminating Company." This name continued until 1919 when the name of "Mohawk Edison Company, Inc." was adopted. In 1920 the name was again changed to "Adirondack Power and Light Corporation."

Some of the component companies which go to make up the corporate property of the corporation as it exists in 1924, date back many years prior to 1886, being in the most part the gas division of the corporation's activities.

The Schenectady Gas Light Company was organized in 1849 and went through a long series of reorganizations and changes until as the Mohawk Gas Company it was merged in 1919 with the Illuminating Company. The Saratoga Gas Company, incorporated in 1853, has a similar variegated history; likewise the Glens Falls Gas Light Company, the Whitehall Gas Light Company, the Oneida Gas & Light Company, and the Ballston Spa Gas & Light Company, each in turn being consolidated with the later developing electric lighting companies and passing through various receiverships, reorganizations and mergers. The Whitehall Gas and the Ballston Spa Gas companies were finally discontinued as such because of unprofitable operation, but the gas plants of Glens Falls, Saratoga and Oneida have continued and form an important branch of the activities of the Corporation. There are nearly forty company names joined in the present corporate organization of Adirondack Power and Light Corporation.

CHAPTER 98.

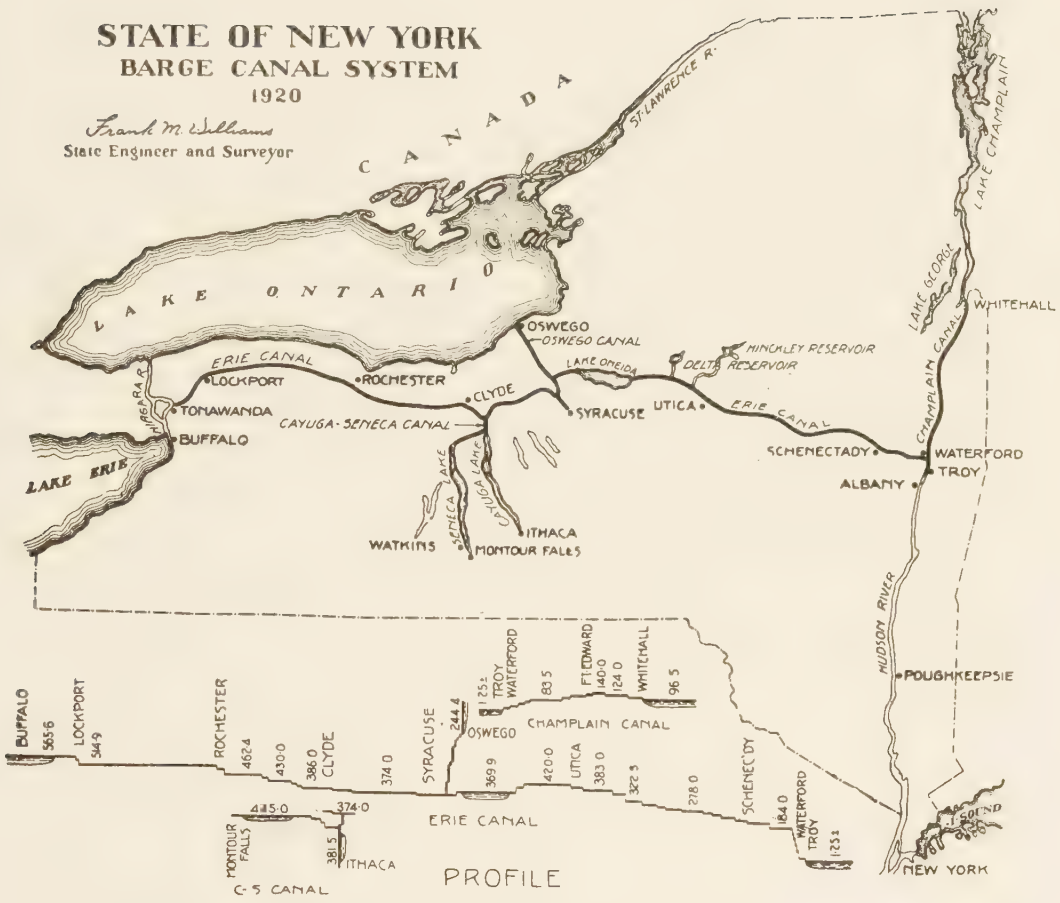
THE NEW YORK STATE BARGE CANAL.

By Hon. Dwight B. La Du, State Engineer and Surveyor, 1923-4.

WATERWAY DEVELOPMENT IN NEW YORK STATE—THE BARGE CANAL, ITS USEFULNESS AND POSSIBILITIES—THE MOHAWK VALLEY THE WATER GATE BETWEEN THE ATLANTIC AND THE GREAT LAKES.

In the history of New York waterways the Mohawk valley has had a most conspicuous place from the very beginning. During all the early years it was the only section to receive any consideration. Until comparatively recent years little has been required to make the Hudson navigable for boats that might penetrate inland from its upper reaches. Also the territory west of the Mohawk was too remote during most of the colonial period to demand any serious public attention. It was the Mohawk, therefore, which up to the building of the original Erie Canal presented the problems in navigation and was the site for most of the improvements.

From a historical point of view there is interest in the fact that the bed of the Mohawk river was the channel for the first waterway improvement in the state and in the further fact that after a century of using an independent channel paralleling the stream, the new waterway, the Barge canal, has returned to the river bed. But this change is more than interesting; it measures in one field the progress of engineering science and it explains what are probably the most conspicuous features of the new canalization in the whole valley, the movable dam. In the early days engineers could not cope with river floods and so they built their canals upon the banks. Now they can regulate largely the flow in streams and the movable dam is one of the instruments used. When the preliminary estimate for the Barge canal was made, dams of the fixed type were proposed for the Mohawk, but before construction began more careful consideration showed that movable dams must be substituted if the problem of canalizing this river was to be solved properly. It was deemed advisable to avert the possible damages which might result from damming



STATE OF NEW YORK BARGE CANAL SYSTEM

Showing the main trunk lines; the Erie division, running from Waterford to Albany; the Oswego division, running from Syracuse to Oswego; the Champlain division, running from Waterford to Whitehall; the Cayuga and Seneca branch from the Seneca river to Geneva on Seneca lake.

permanently a stream that flows through a territory as highly developed and as thickly populated as is the Mohawk valley.

In the Mohawk valley are situated four noteworthy fixed dams, the largest structures on the canal. These are the dams at Crescent and Visscher's Ferry, built in forming the channel, and those at Delta and Hinckley, constructed to impound supply waters in two great reservoirs. The Crescent and Visscher's Ferry dams are each nearly two thousand feet long and have crest heights of 39 and 36 feet respectively. Power plants to supply power for lock operation were built at these dams early in canal construction, but now additional and larger plants are being installed, with the idea of developing power which may be used for other than canal purposes. The Hinckley dam is 3,700 feet long and the reservoir it creates holds 3,445,000,000 cubic feet of water. While the Delta dam is only 1,100 feet long, it is one of the highest reservoir dams in the country, having a maximum crest height of 100 feet above rock foundation. The Delta reservoir impounds 2,750,000,000 cubic feet.

The whole length of the New York waterway system of Barge canal dimensions, including intermediate and adjoining lakes and the Hudson River, totals a little more than 800 miles. All of this stretch has a depth of at least 12 feet. About seventy per cent. of this length lies in river and lake channels and the standard width of such channels is 200 feet. The minimum bottom width in land line channels, earth sections, is 75 feet, the water surface width of such sections ranging from 123 to 171 feet. Land lines in rock have a minimum bottom width of 94 feet. The locks are 45 feet wide and from 338 to 343 feet long between gates. The lock chambers have an available length of 300 feet, or 310 feet if the curve at the upper ends is included.

Before the Barge canal was begun, very careful consideration was given to selecting the type of canal best suited to meet the situation. The principle underlying the selection, which was based on thorough studies of transportation costs, was that it is cheaper to ship by the boats best fitted to navigate their respective channels—ocean, canal and Great Lakes—even with the necessary transfers of cargo, than to ship all the way by either ocean or lake boats, which would thus be forced to sail through much of the voyage in a channel for which they are not best fitted. The reasoning was thought sound at the time and there appears little cause for reaching a different conclusion now, but nevertheless for several years agitation has been rife for a ship canal between the Great Lakes and the ocean. For a time in this recent agita-

OLD AND NEW CANAL BARGES

Types of old and new canal barges in the locks at Waterford. By courtesy of the New York State Engineer and Surveyor.

tion the Mississippi was looked upon as the desirable route for this ship canal, but later this idea gave way to a scheme for a channel in the St. Lawrence and now the Middle West is almost solidly behind an effort to have the United States co-operate with Canada in the latter project. Opponents of this plan are advocating enlargement of New York's waterway to ship canal dimensions, thus securing the same end through an all-American route. There is strong prospect that a part of the New York route, the Hudson River portion, may be undertaken. For the remainder there are two plans, one for a channel to end at Oswego and the other for a canal straight through to Buffalo.

New York opposes the St. Lawrence ship canal project. It has been accused of selfishness for its opposition. But the building of the canal which brought into being the Middle West, the maintenance and improvement of this canal for a century and now the construction of a modern waterway at an added expense of nearly two hundred million dollars, all of which have been for the benefit of other states quite as much as New York—these facts refute the charge of selfishness. In a sense New York is selfish; it does not want to be forced to pay its large quota for a project which it thinks will be a failure. And its quota would be large—nearly a third of the United States' share in any event and the whole of this share if the predictions of the advocates are correct.

By way of the St. Lawrence River, Lake Ontario is 1,180 miles from the ocean. Chicago is about 1,300 miles farther, or some 2,500 miles from the sea. The opponents of the St. Lawrence project declare that ocean-going ships, because of their heavier construction and higher cost to build and operate, their method of loading through small hatches and their comparatively slow speed in restricted channels, can never be induced to make such a long trip inland and moreover that smaller boats can far outstrip them in economy in making this trip. Also the possibility of bringing in and taking out full cargoes without stopping to gather them at several ports would be remote. In addition the lake harbors are not deep enough for ocean ships and would have to be improved at a vast added expense. Then, too, there is the short navigation season and the perilous channel of the northern route, a shorter season and a much more perilous channel than by way of New York. The necessity of duplicating port facilities to care for ocean traffic during the months of the closed season is a great drawback. Also there are the difficulties of international control.

WATERFORD LOCKS

Locks of the Barge Canal at Waterford at the junction of the Mohawk section of the canal with the Hudson River. This picture shows the old Erie Canal locks on the right and one of the new Barge Canal locks on the left.

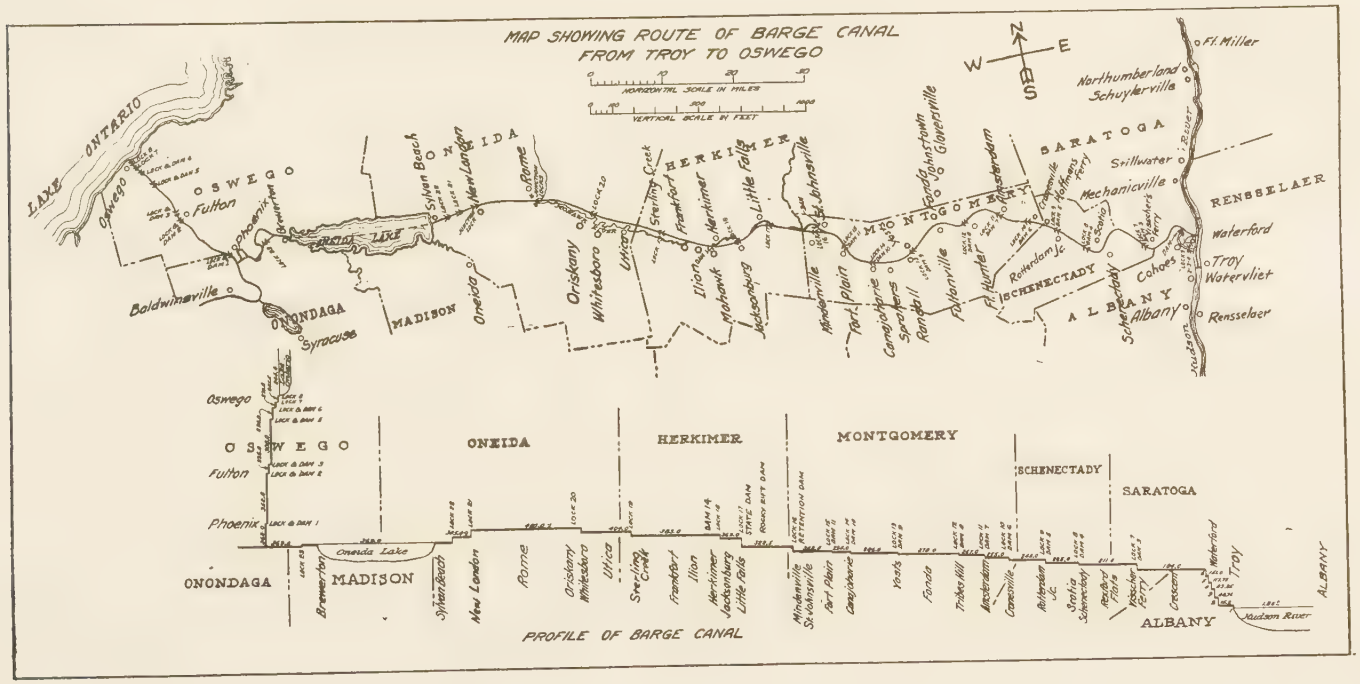
BIG LOCK FROM FALL HILL

This is a view of Lock 17, Barge Canal, at Little Falls, known as the Big Lock. The view was taken from Fall Hill on the south shore of the river looking north.

In contrast, Oswego, some forty miles above the foot of Lake Ontario, is only 338 miles from the ocean by way of the Barge canal. New Yorkers say that if there must be a ship canal then it should follow the route through their state—the all-American route, the route pronounced by the Board of Deep Waterway Engineers to be the best of all available routes, and this Board gave the subject the most careful and the least biased study it has ever had.

The possibility of New York being forced to pay the whole United States' share of the cost was brought about by adding to the canal project a water power scheme. The power rights proposed to be utilized belong jointly to New York and Canada, and it is claimed that their development and use will produce a revenue sufficient to pay for the cost of the whole undertaking, both canal-construction and power development. To do this the Federal Government would have to take the rights from New York under the guise of need for navigation. Thus New York would lose a most valuable possession without compensation and at the same time would be compelled to stand impotently and watch the revenue from its lost possession build a canal which, it believes, will serve the country no better than the canal it has already spent its hundreds of millions to provide.

It may happen that before any ship canal is built across the state it will be deemed expedient to enlarge the Barge canal to slightly greater dimensions. In that case it is quite probable that the section in the Mohawk Valley will be the first to be considered. If the Hudson is deepened and ocean-going ships reach Albany or Troy, a larger Barge canal to the Great Lakes might easily follow. The route by way of the Mohawk River, Oneida Lake and river, and the Oswego River to Lake Ontario at Oswego would be the shortest. The builders of the Barge canal took the precaution to plan for such an emergency, making provision for a possible enlargement of the new waterway up to certain dimensions without undue expense. By making bridge spans a little larger, placing excavated material back far enough and acquiring sufficient right of way, all of which could be done at small additional cost, provision was made for increasing the minimum bottom width. Also it is possible to deepen the channel somewhat, say, to fourteen feet, without changing the locks more than to cut down slightly some of the sills. This arrangement would permit boats to load to full twelve feet draft, with a small clearance over the lock sills, and would provide sufficient water in the channel under the keels to allow economical passage. Since



THE MOHAWK RIVER-OSWEGO SECTION OF THE NEW YORK STATE BARGE CANAL

This map was furnished by the office of the State Engineer and Surveyor, through the courtesy of Capt. E. D. Hendricks, Eastern Division Engineer. It shows the course of the present Barge Canal route from Troy to Oswego and Syracuse. It is the old Indian and Mohawk river Colonial waterway from Schenectady to Oswego, which figured largely in New York State colonial history.

both the widening and the deepening could be done without materially disturbing the canal structures, the cost would not be prohibitive. Recently the State Engineer has made recommendation that sections which have only the minimum bottom width, 75 feet, be increased to 110 feet and that the whole channel be deepened to 14 feet and a few other incidental changes be made. Also he has made an estimate of cost for doing this work throughout the length of both the Erie and Oswego canals. The cheapest method of securing enlarged passage to the Great Lakes is by the Mohawk-Oneida-Oswego route. By far the greater part of this route lies in rivers or lake and is already 150 or 200 feet wide.

What such enlargement would mean in boat capacities may be seen by considering for a moment certain craft recently put on the canal. In the latter part of 1923 two boats were placed in service which were 258 feet long by 42 feet beam. The capacity of each at 12 feet draft is 3,000 tons. These boats have about the maximum width permissible in Barge canal locks, but a length up to 300 feet or slightly more may be accommodated by these locks. Perhaps boats utilizing the full length as well as the full width of the locks may be used successfully, but even if these boats represent the maximum economic size, an enlargement simply to make it possible for such boats to load to full twelve feet and to pass similar boats in the narrowest channels would doubtless mean a common use of this type of craft. It should be recalled that each of these boats has a capacity equal to a freight train of some sixty to eighty cars. It is significant, moreover, that these two boats are engaged in a traffic that extends the whole length of the Great Lakes and on to the ocean by way of the Barge canal and the Hudson River, plying between Duluth and New York.

Certain works of improvement are being carried on in connection with the maintenance of the canal. For example, the banks are being strengthened by casting up a protection of coarse gravel; sharp curves are being made straighter; in dredging out silted portions a depth of more than twelve feet is obtained, particularly at stream entrances or where bars are apt to form; trees are being planted on the banks through coöperation with the State Forestry College and the Conservation Commission. These trees both beautify the banks and make them more stable and also the land thus used for tree propagation would otherwise be wasted. There is a plan on foot to plant a certain kind of willow along the sandy banks to the east of Oneida Lake.

MOHAWK RIVER BARGE CANAL MOVABLE BRIDGE DAMS

Photo of Scotia Dam No. 4, by courtesy of the State Engineer and Surveyor. The upper picture shows the gates up, the lower picture shows the gates lowered. The photographs were taken before the completion of the canal. This is the first of eight of these dams in the Mohawk westward to Mindenville. It is only one of many unusual engineering feats in the building of the Barge Canal.

It has been very hard to keep these banks from sliding into the channel and the proposed treatment is probably the best type of revetment yet devised for such localities.

There is one corporation making large use of the Barge Canal which sets a brilliant example and demonstrates clearly what may be done. This is the Standard Oil Company of New York, an organization sagacious in the extreme and renowned for its strict adherence to sound business principles. This company began using the new canal before it was completed and each year it has increased its use of the waterway. From a distributing base on the Hudson River at Albany, cargoes are carried to cities and villages along all four branches of the Barge Canal, the company having acquired property and erected storage tanks on the banks. At Rochester in 1920 it spent more than $100,000 in providing a harbor and docking facilities for its barges. It has now a sizable fleet and its investment in property and terminals along the canal and in floating equipment has run into the millions. It is said that, during the navigation season, the company does not ship one carload by rail to such of its stations as have both rail and canal connections, all of the supply going by water.

The few years of operating the Barge canal since its completion have shown a rather strange circumstance. It appears that the very persons who naturally should have been the first to use the canal, the citizens of New York themselves, the people who paid for its construction, have been conspicuous in their failure to take advantage of its service. This seems the more remarkable when it is recalled that throughout the period of decline in canal tonnage in the latter years of the nineteenth century and even well through the time of Barge Canal construction way freight over the State canals remained almost constant in volume. It is not generally known but it is a fact nevertheless that the decline in canal tonnage was almost entirely in through freight. The failure of the people of the State to use the canal, however, is not entirely due to their neglect, for boats to give local service have been deplorably lacking. But, while this is so, it is doubtless true that, until there is evidence on the part of the public that such service is wanted and also that it will be used to the point of financial success, boats will not be forthcoming.

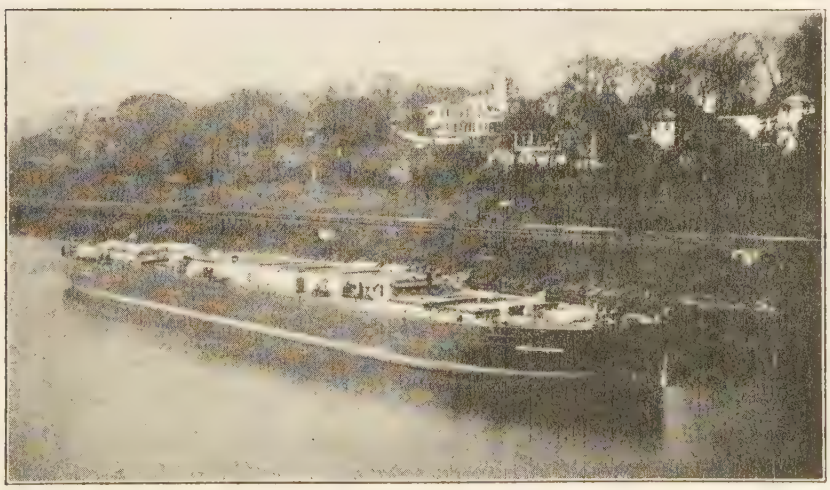
Much can be said in commendation of a good canal packet service. Now that an ample and modernly-equipped waterway has been built, it is the height of folly for all who may use it with profit, producers, manufacturers and business men in general, not to use it to the full extent of its capacity. It is a fact beyond

HINCKLEY DAM AND LAKE

Great dam and reservoir of the Barge Canal (largest lake in the Mohawk Valley), 20 miles northwest of Herkimer on West Canada Creek. Its waters reach canal summit level at Oriskany Battlefield by way of Nine Mile Creek. Photo by courtesy Utica Gas & Electric Co.

ROME BARGE CANAL HARBOR AND TERMINAL

Much of the copper used in the Rome factories comes by boat and the harbor is a busy scene of shipping activity.



TWIN PORTS PASSING PALATINE BRIDGE

One of two largest, 1924, boats plying the Great Lakes, from Duluth, Minn., through Barge Canal, Mohawk and Hudson rivers to New York. 268 feet long, 42 feet wide, carrying maximum cargo of 2,600 tons; propelled by gasoline engines. Photo taken, on her second trip in 1923, from the river bridge, by Mr. Harry V Bush, Canajoharie.

question that water rates are cheaper than rail rates. Moreover, experience proves that goods are being shipped over the canal more rapidly than the average of those sent by rail.

There is produced near the canal a tonnage sufficient to keep it well filled. In its final report, published in 1911, the Barge Canal Terminal Commission gave the results of a careful study made to determine the amount of local traffic which might reasonably be expected for the canal. Manufactured, agricultural and natural products were included, but only such as were suitable for canal cargoes, and the territory studied was confined to the immediate vicinity of the waterway—the cities and villages along its banks and a little of the adjoining farm lands. A total of a trifle more than ten and a half million tons was shown to be the amount then available. That was more than at first the new canal was supposed to carry, for, according to the law which authorized construction, its whole capacity need be only ten million tons. It has been so designed and built, however, that under favorable conditions a tonnage well towards twice that amount can be transported.

Because of congestion of railway lines the use of motor trucks for long haulage has grown to considerable proportions. While this means of transport is often convenient and under certain conditions may be advisable, it is so costly that it cannot compete with water carriage for the great bulk of ordinary traffic. But the field for coöperative use of motor trucks and canal barges is large indeed and is capable of almost unlimited development. The State waterway runs through one of the most highly productive and well populated sections in the whole country. Moreover, the canal is so situated that it comes in close touch with the great majority of the people of the State and even with a large part of the area of the State. Within twenty miles, an almost negligible motoring distance, may be found eighty-seven per cent. of the people and forty-six per cent of the area of New York State.

But, of all those who might use with profit a packet service on the Barge Canal, the one who stands most in need of this service and who also might reap the greatest benefit is the very man who, strangely, for years has been most opposed to the canal. This is the farmer, and probably the majority of farmers throughout the state would at first thought scoff at this assertion. Nevertheless, the truth of the statement is not hard to prove. It is the farmer who suffers most from high railroad rates. Repeatedly he has said that the chief reason for selling his crops at a loss in the local market or allowing them to waste is the excessive

BIG LOCK, LITTLE FALLS

Highest lock in the Western Hemisphere, with a lift of 30½ feet, exceeding in height any on the Panama Canal. A tow of Standard Oil Co. barges is seen leaving the lock. Seen from New York Central Railroad and Mohawk Turnpike.

BARGE CANAL TRAFFIC

A Socony Oil Barge pulling into the Fort Plain terminal. Photo by the Author.

rail rate plus the cost of packing so as to meet railroad requirements. If his produce is of exceptional quality and can command a high price, possibly he may send it to the better paying market in New York City. The canal therefore, and the packet line upon it are just the things the average farmer, producing the average crop, needs for the better marketing of his produce. Also the canal and its packet line are just the things the average city dweller needs to get these farm products, which constitute much of his living, at a less cost. The Barge Canal has upon its banks the best markets in the land. There is not in the country another such chain of cities and villages as line its shores. At its ocean terminus stands the metropolis of the hemisphere. Within two miles of its channel live eight million people, three-quarters of the population of the state, one-fourteenth of the inhabitants of the whole land. What more does the New York farmer want than that which he already has—except a cheap means of getting his produce to this vast concourse of people who, if they do not get his products, must seek the like elsewhere?

The very best market for many farm products is doubtless to be found in New York City and its environs, what may be termed the metropolitan district. It is estimated that in a year this district consumes a little more than three and a third billion pounds of vegetables and fruits. Yet it is safe to say that only about one five-hundredth part of this amount comes by canal from the New York farms. The metropolitan district does, of course, consume considerable quantities of state grown products but most of these go by rail. In a certain recent year it received a total of 8,463 carloads of eight commodities—apples, peaches, pears, grapes, tomatoes, cabbage, lettuce and celery—but not a single boatload of any one of them was shipped by canal. Also of the nearly two hundred million pounds of butter and cheese received not a ton came by canal. As the result of this lack of cheap carriage between the farms and the metropolis New York City seeks outside of the State much that with profit to both producer and consumer might come from within the home commonwealth.

CHAPTER 99.

HISTORY OF THE NEW YORK STATE BARGE CANAL.

1892, BARGE CANAL RECOMMENDATION OF STATE ENGINEER MARTIN SCHENCK—1900, REPORT OF THE GREENE CANAL COMMISSION, BARGE CANAL SURVEY—1903, PASSAGE OF $101,000,000 BARGE CANAL ACT—1905, WORK BEGUN ON CHAMPLAIN CANAL SECTION—LOCKS WIDENED TO 45 FEET—FEATURES OF THE MOHAWK RIVER CANALIZATION—DEEPER HUDSON AND MOHAWK RIVER SHIP CANAL PROJECTS.

I have lately made a tour through the Lakes George and Champlain as far as Crown Point. Thence returning to Schenectady, I proceeded up the Mohawk River to Fort Schuyler and crossed over to Wood Creek, which empties into the Oneida Lake, and affords the water communication with Ontario. I then traversed the country to the eastern branch of the Susquehanna, and viewed the Lake Otsego, and the portage between that lake and the Mohawk River at Canajoharie. Prompted by these actual observations, I could not help taking a more extensive view of the vast inland navigation of these United States, from maps and the information of others, and could not but be struck by the immense extent and importance of it, and with the goodness of Providence, which has dealt its favors to us with so profuse a hand. Would to God we may have wisdom enough to improve them.—From a letter to Count Chastelleaux written by General Washington, after his journey up the Mohawk River in 1783.

This present chapter describes the New York State Barge Canal, and is one of six chapters treating of transportation in the Mohawk Valley. Prior ones have covered Mohawk River traffic, highways, bridges, Erie Canal and railroad building. The seventh sketch regarding valley transportation methods will be the one describing the first aeroplane flight over the course of the Mohawk.

The Barge Canal is the greatest, most important waterway engineering work in all the world's history, in the engineering difficulties encounterd, in the population concerned, in volume of available trade, and in future possibilities, in which the Barge Canal promises to far surpass any waterway or land trade route now or ever in existence, not excepting the Panama or the Suez Canal.

If Elkanah Watson was the "father" of the old improved Mohawk waterway in 1796 and Jesse Hawley was the "father" of the Erie Canal of 1825, because their writings and activities were the first powerful means of furthering these projects, then the honor of being the "parent" of the Barge Canal belongs to a Mohawk Valley man and a native of Montgomery County—Martin Schenck. He is entitled to this distinction for the same reason as Watson and Hawley are entitled to theirs. His was the first public and definite proposal for a canal of the Barge Canal type, made in his report of 1892, when Mr. Schenck was state engineer and surveyor. Martin Schenck was born at the old Schenck place near the mouth of Knauderack Creek, which runs through Schenck's Hollow, just west of the north side "Nose" in the town of Palatine.

In this place it is well to state that Watson and Hawley were but two of many men who had advocated a lakes-to-the-sea waterway (by way of the Mohawk Valley) from the earliest days of the colony. They take their distinction from the fact that they were the first to put their plans before the public in a practical, concrete form, just as Martin Schenck was the first to advocate publicly a Barge Canal of a definite type, allied to the present undertaking. Hawley, Geddes and Forman were all instrumental in the initial advancement of the Erie (or Grand) Canal project, probably in the order named. Clinton did not take hold until the plan had already assumed a definite form, but his political power was one of the main causes for the act authorizing the canal work, and he, to a certain extent, deserves the title of the "father of the Erie Canal." The whole question of the originator of the canal idea has been threshed out for a century. The fact of the matter is that there have been hundreds of influential New York State men who have aided the cause of state waterways from the days of the Inland Lock Navigation Company. No one man is entitled to the sole credit for an idea so long in the minds of many men, but the canal projectors mentioned have well-earned distinction on account of their public labors on behalf of our State waterway.

The Barge Canal Bulletin issued a special edition in August, 1909, on "The Evolution of the Barge Canal," which described the efforts of the friends of the canals in behalf of the improvement and efficiency of the state waterways, from the completion of the Erie in 1825 to the successful culmination of their efforts in securing the legislative enactment of the Barge Canal acts. The essay mentioned contains the following:

"The first official presentation, of what is practically and distinctively the form of the present thousand-ton Barge Canal, seems to have been contained in the annual report for 1892, of State Engineer and Surveyor Martin Schenck, who said: 'The practical canal of the future, connecting Lake Erie and the Hudson River, ought to be one capable of bearing barges 250 feet in length by 25 feet breadth of beam, of a draft not to exceed 10 feet, and of such a height that the great majority of bridges, that should span the canal, might be fixed structures instead of drawbridges. With the proposed canal (which could be built for a reasonable sum), bearing barges towed in fleets, each boat carrying 50,000 bushels of wheat, New York would be enabled to hold her commercial supremacy against all comers for many years to come.' "

While Mr. Schenck's plan was not immediately adopted yet it probably blazed the way for the Barge Canal, the initial legislative measures for the construction of which were adopted eleven years later in 1903. The legislature, of the same year in which Mr. Schenck wrote his message advocating a waterway of the Barge Canal type, provided for a constitutional convention, which, among its other duties was to consider amendments relative to canal improvement. The constitutional convention met in 1894 and among its amendments was one providing that the canals might be improved in such manner as the legislature should provide by law. This was carried at the election of 1894, and was generally considered as a public mandate to the legislature to undertake the improvement of the New York State canals. The amendment became operative January 1, 1895, and the legislature of that year passed an act authorizing the deepening of the Erie and Oswego canals to nine feet and the Champlain Canal to seven feet. The project was a failure, the appropriation of nine million dollars being insufficient for the work and charges of graft and swindling were rife at the time.

On March 8, 1899, Governor Roosevelt appointed a committee of citizens, headed by Gen. Francis V. Greene, who were to consider the whole state canal question and report on the same. The "Barge Canal Bulletin" says: "The date of this appointment marks the real beginning of the Barge Canal enterprise as we know it today." Early in 1900 this committee reported, after a thorough study of the entire problem. They emphatically recommended that the canals should not be abandoned (a policy which was advocated by many citizens of the time) but proposed the enlargement of the Erie, Champlain and Oswego Canals—the

Erie to a size suitable for 1,000-ton barges and the Champlain and Oswego to a nine-foot depth—practically the same recommendations that Mr. Schenck had made eight years before. This would allow the use of boats on the Erie 250 feet long, 25 feet wide, drawing 10 feet of water. The locks were to be 310 feet long by 28 feet wide, with 11 feet of water on the sills. The route followed closely the line of the present Barge Canal construction. Upon submission of this report the legislature appropriated $200,000 for Barge Canal surveys and estimates. Data had been gathered shortly before, over much of the proposed route, by the United States Deep Waterway Survey and this was available and hastened the preliminary work. The report of the survey was submitted to the legislature, March 15, 1901. Conflicting interests deferred legislative action until 1903, when a bill appropriating $82,000,000 was introduced providing for the improvement of the Erie Canal, Oswego Canal and the Champlain Canal. The estimate of cost was later raised to $100,592,993 and the bill as revised was submitted to the people at the election of 1903 and was carried. This law, with its subsequent amendments, came to be known as the $101,000,000 Barge Canal Act of 1903, and under its provisions the Barge Canal is now under construction. Says the Barge Canal Bulletin:

"In brief, the act provided for the issuance of eighteen-year bonds for canal improvement to the amount of not exceeding $101,000,000, not more than $10,000,000 to be issued within two years after passage of the act. A general annual tax of twelve-thousandeths of a mill was authorized for each million dollars in bonds outstanding in any fiscal year. The State Engineer and the Superintendent of Public Works were directed to begin improvements to the canals upon the basis of a channel 75 feet in width on the bottom, 12 feet of water and at least 1,128 square feet of water cross-section, except at aqueducts and through cities and villages, where the width might be reduced and the cross-section of water modified as deemed necessary by the State Engineer, with the approval of the Canal Board. In rivers and lakes the channel was to have a minimum bottom width of 200 feet, a minimum depth of 12 feet and at least 2,400 square feet of water cross-section. The locks were to be 328 feet long by 28 feet wide in the clear, and with 11 feet of water on the miter-sills.

"Routes to be followed and details of construction were fixed. In general the route of the Erie was by way of the Hudson River from Troy to Waterford; thence by a new channel to the Mohawk above Cohoes Falls, and up the canalized Mohawk to Rome, with

a few diversions to the existing canal; thence down the valley of Wood Creek, across Oneida Lake, down Oneida River to Three River Point and up Seneca River to the mouth of Crusoe Creek; thence by a new route to the existing canal at Clyde, whence the line of the existing canal was to be followed generally to the Niagara River at Tonawanda, and by this river and Black Rock harbor to Lake Erie. All work was to be by contract, and provisions for the condemnation of necessary lands and for the sale of abandoned portions of the canal were made. An advisory Board of five expert civil engineers and a Special Deputy State Engineer were authorized. The criticisms of the various commissions, that were appointed to consider canal affairs after the 1895 improvement, were heeded in part by vesting most of the responsibility for the work in the State Engineer, giving him authority over the preparation of plans and the supervision of construction, including both engineering and inspection." It will be noted that the foregoing route utilizes the natural waterways of the Mohawk and Oswego River valleys (joined by the Wood Creek line) over two-thirds of the route. The Mohawk River section comprises a third of the Erie route of the Barge canal system.

"Since the passage of the act of 1903, a score or more amendatory provisions have been made, many of which refer to its financing or to matters of administrative detail. One only have we space to speak of here—the widening of the locks in 1905 to 45 feet. This could be done without greatly increasing the cost, and would permit the passage of lake boats carrying 2,600 tons. The advantages of this great increase in carrying capacity of barges of forty-three feet beam over those of twenty-seven feet, the fact that Canadian canals now possess locks forty-five feet in width by fourteen feet depth on miter-sills, and the further fact that more than three-fourths of the entire Barge Canal route is through canalized natural waterways of sufficient width to enable boats of this beam to pass each other, were cogent reasons why this change was made.

"It would be obvious that in an undertaking of this character and magnitude, a vast amount of preliminary work in the way of surveys, borings, soundings, studies, plans and maps would be required. This preliminary work was soon under way, but it was not until April, 1905, that actual construction was begun upon the Champlain division, quietly and without any of the ceremonies usual to such an occasion."

This, in brief. is the history of the inception of the Barge Canal idea, its consideration and public adoption and the com-

mencement of work. It may be briefly summarized as follows: 1892, State Engineer and Surveyor Martin Schenck's annual message and report advocating a Barge Canal; 1899, March 8, Gov. Roosevelt appoints a committee to study canal problem; 1900; canal committee reports and recommends canal enlargement; 1900, New York legislature appropriates $200,000 for preliminary surveys; 1901, March 15, report of canal survey made to legislature; 1903, $101,000,000 Barge Canal Act of 1903, providing for the Barge Canal improvement of the Erie, Oswego and Champlain canals; 1905, beginning of Barge Canal construction on all three divisions; 1906, October 3, work begun on the Mohawk River section at Cranesville, Montgomery County; 1909, Improvement of Cayuga and Seneca Canals authorized; 1911, Barge Canal terminals authorized; 1918, Barge Canal completed.

The State Engineers in charge of this work, since its commencement, have been, 1903-04, Edward A. Bond; 1905-1906, Henry A. Van Alstyne; 1907-1908, Frederick Skene; 1909-1910, Frank M. Williams; 1911-1914, John A. Bensel; 1915-1922, Frank M. Williams; 1923-24, Dwight B. La Du; 1925-1926 Roy G. Finch.

Barge Canal movable dams and locks, in the Mohawk River, are located at Scotia, Rotterdam, Cranesville, Amsterdam, Tribes Hill, Yosts, Canajoharie, Fort Plain, Mindenville.

Each of these dams is capable of use as a highway bridge. The Rotterdam dam is the only one so used, at the present (1925) writing.

Along the Mohawk River section, Barge Canal terminals are located at Schenectady, Amsterdam, Fonda, Canajoharie, Fort Plain, St. Johnsville, Little Falls, Herkimer, Ilion, Utica and Rome.

The following is here reprinted from a pamphlet entitled "The New York State Barge Canal" by State Engineer J. A. Bensel, published in 1912. Some of these facts are included in the chapter on the Erie Canal. It was written prior to the completion of the Barge Canal but it covers and describes the waterway as it stands today.

To understand the canal enlargement which New York state is now engaged in, a brief glance at the history of canal-building in the state is needed. The first work of interior waterway improvement was performed by two private companies, chartered in 1792. By the end of the eighteenth century they had completed most of their works. About 1808 agitation for state-built canals was begun. In 1817 the work of construction was com-

menced, the main branch being completed in 1825. Within the next decade several lateral canals were built. This period was closely followed by the first enlargement of three of the chief canals—a work protracted through many years and not completed till 1862. Then followed some two decades of little activity, during the latter part of which several of the lateral branches were abandoned. In 1884 the period of later improvements was begun by a series of lock-lengthenings, which continued for about ten years. The last decade and a half has witnessed the undertakings of two enlargements, the latter of which is the work now in progress—the Barge Canal.

During the history of its canals New York State has opened 1,050 miles of navigable waterways, including a hundred miles of interior lake navigation. In addition there are nearly 500 miles of lake and river navigation along the Canadian and Vermont borders, and 150 miles on the Hudson River. Some 350 miles of these canals have been officially abandoned, while about 50 miles more have fallen into disuse. The work of improvement now going on, known as Barge Canal construction, consists of the enlargement of four of the existing canals, large portions of the channels, however, being relocated. On one of these canals this is the second enlargement since its original building, on two this is the third enlargement, while on the other branch it is the fourth.

The four canals being improved are: (1) The Erie, or main canal, which stretches across the state from east to west, joining the Hudson River and Lake Erie; (2) the Champlain, which runs northerly from the eastern terminus of the Erie and enters the head of Lake Champlain; (3) the Oswego, which starts north, midway on the line of the Erie, and reaches Lake Ontario; (4) the Cayuga and Seneca, which leaves the Erie a little to the west of the Oswego junction and extends south, first to Cayuga Lake and then to Seneca Lake.

The original Erie Canal was begun in 1817 and finished in 1825. It had a bottom width of 28 feet, a width at water-surface of 40 feet and 4 feet depth of water. The first enlargement was made between 1836 and 1862. At that time the section of waterway was 70 feet at waterline, 52½ or 56 feet at bottom, according to slope of sides, and 7 feet deep. The second enlargement was begun in 1896, when a depth of 9 feet was attempted, but this work was completed only at disconnected localities.

The original Champlain Canal, begun in 1817 and finished in 1823, had widths of 26 and 40 feet, respectively, at bottom and

water-surface, and 4 feet depth. In 1860 widths of 35 and 50 feet, respectively, at bottom and water-line, and a depth of 5 feet were authorized. In 1870 increased widths of 44 and 58 feet, respectively, and a depth of 7 feet were ordered by the legislature. This improvement, however, was not completed. The enlargement of 1896-8 called for a depth of 7 feet, but this work also was not completed.

The original Oswego Canal, which was begun in 1825 and finished in 1828, had the same dimensions as the original Champlain, namely, 26 and 40 by 4 feet. The first enlargement was started in 1852 and completed in 1862, and gave a channel of the same size as the Erie at that time—52½ and 70 by 7 feet. The second enlargement, that of 1896-8, was also similar to that of the Erie, a depth of 9 feet being attempted, but the work was never wholly completed.

The original prism of the Cayuga and Seneca Canal, which was constructed between 1826 and 1828, was the same in size as the Erie, 28 and 40 by 4 feet. The first enlargement, accomplished from 1854 to 1862, was also similar to that of the Erie—52½ and 70 by 7 feet. This branch did not share with the other three in the enlargement of 1896-8.

The dimensions of the present enlargement or Barge Canal improvement, are the same for all four branches of the system. Briefly it may be stated that the law requires a channel at least 75 feet wide at the bottom and having 12 feet of water. In rivers and lakes the width is 200 feet, and 72 per cent of the length of the whole system is in river or lake channel. The locks are 328 feet long between gates, 45 feet wide, and have 12 feet of water over the sills.

These few pages cannot give any detailed account of route or of structures. The description might be extended indefinitely for there is much of interest to be found throughout the 440 miles of construction and the 350 miles of intervening lakes or adjoining rivers.

In general it may be stated that the Barge Canal project is largely a river canalization scheme. Previous state canals have been chiefly independent, or artificial channels, built in several instances on cross-country locations. Now, however, the route returns to the natural watercourses. The bed or the valley of the Mohawk is utilized from the Hudson to the old portage near Rome. Then Wood Creek, Oneida Lake, and Oneida, Seneca and Clyde Rivers are used, carrying the channel to the western part of the state, where the streams run north and the alignment of

the old channel is retained for the new canal. The other branches of the Barge Canal occupy natural streams throughout most of their lengths.

The accompanying statistical tabulation gives some of the leading facts concerning the Barge canal:

Erie branch, length of canal, not including Hudson and Niagara River termini, 323.2 miles. Erie branch, number of locks, 35. Oneida Lake, not included in above mileage, no improvement needed, about 19 miles. Spurs to Erie branch (Syracuse and Rochester harbors), 10.26 miles. Champlain branch, length of canal, 61.5 miles. Champlain branch, number of locks, 11. Oswego branch, canal, 22.8 miles. Oswego branch, number of locks, 7. Cayuga and Seneca branch, length of canal (including spurs at heads of lakes), approximate 27.3 miles. Cayuga and Seneca branch, number of locks, 4. Cayuga and Seneca Lakes, portions needing no improvement and not included in above mileage, 65 miles. Width of channel, land line, earth section, bottom, minimum, 75 feet. Width of channel, land line, earth section, water-surface, 123 to 171 feet. Width of channel, land line, rock section, bottom, minimum, 94 feet. Width of channel, river line, bottom, generally, 200 feet. Depth of channel, land line and minimum river line, 12 feet. Locks, length between gates, 328 feet. Locks, available length, 310 feet. Locks, width of chamber, 45 feet. Locks, depth of water on sills, 12 feet. Dams, new, 28. Dams, old, with new crests, 6. Dams, old, used without change, 5. Bridges, 199. Boats, capacity, utilizing full lock width, about 3,000 tons. Boats, capacity, built for two to pass in most restricted channel and for two, traveling tandem, to be locked at one lockage, about 1,500 tons. Authorization of work (Erie, Champlain and Oswego Canals), chapter 147, laws of 1903. Authorization of work (Cayuga and Seneca Canal), chapter 391, laws of 1909. Appropriation (Erie, Champlain and Oswego Canals), $101,000,000. Appropriation (Cayuga and Seneca Canal), $7,000,000. Construction work begun (Champlain Canal), April 24, 1905. Construction work begun (Erie Canal), June 7, 1905. Excavation, preliminary (1903) estimate, not including work for dams, bridges, highway, railway, and stream changes and other small items (Erie, Champlain and Oswego Canals), 132,225,800 cubic yards. Excavation contract plans (Erie, Champlain and Oswego Canals), approximate, 105,000,000 cubic yards. Excavation, contract plans (Cayuga and Seneca canal), approximate, 9,100,000 cubic yards. Concrete, preliminary (1903) estimate (Erie, Champlain and Oswego Canals),

3,243,100 cubic yards. Concrete, contract plans (Erie, Champlain and Oswego Canals), approximate, 2,600,000 cubic yards. Concrete, contract plans (Cayuga and Seneca canal), approximate, 150,000 cubic yards.

The following are interesting comparisons between the Barge Canal and the Panama Canal:

Barge Canal—540 miles long; total lockage lift, 1,050 feet; dams, 39; locks, 57 lift, 2 guard and 9 smaller locks; number of structures, between 350 and 400; cost, $127,800,000; built by state with a population of 9,000,000; excavation, estimated total, 114,100,000 cubic yards; concrete, estimated total, 2,750,000 cubic yards; work begun, April 24, 1905.

Panama canal—50 miles long; total lockage lift, 170 feet; dams, 4; locks, 6 pairs; number of structures, 12 locks, 1 spillway and 4 dams; cost $375,000,000; built by United States with a population of 90,000,000; excavation, estimated total, 203,710,000 cubic yards; concrete, estimated total, 5,000,000 cubic yards; work begun by Americans, May 4, 1904.

The following interesting facts regarding the Mohawk River section of the Barge Canal are from the Buffalo "Live Wire" of 1913:

The total length of the Delta dam is 1,100 feet, the length of the spillway being 300 feet. The maximum height of masonry above rock is 100 feet, and the approximate height of overfall (pool to crest) 70 feet. The masonry material used in this dam totaled 90,000 cubic yards. The contract price for the entire work, including alterations was $940,840. Details of construction included canal relocation for nearly two miles; a flight of lift locks, three lifts of 20.6 feet each; one lift lock with a lift of 12.1 feet, and a reinforced concrete aqueduct, trunk, about 208 feet long.

Other figures generating new ideas concerning the bigness of the Delta dam include statements to the effect that the area of watershed served by this dam totals 137 square miles. The capacity of the reservoirs at crest level is 2,750,000,000 cubic feet. The maximum depth at crest level is 70 feet, while the average depth at crest level is 23 feet. In the construction of this dam the village of Delta was wiped out and 295 buildings were removed; ten miles of highways were submerged and seven locks and one aqueduct were destroyed. The maximum flood of the Delta dam is more than 8,000,000 cubic feet per second, while the maximum regulated flood is 2,600 cubic feet per second.

The Hinckley dam is located a few miles distant from Tren-

ton Falls. It is much larger than the Delta dam and its construction gives to the state a lake nine miles in length or one-third again as big as the one at Delta. [The Delta dam is on the upper Mohawk River, about five miles north of Rome. The Hinckley reservoir at Hinckley, on the West Canada Creek, about twenty-five miles north of Herkimer. Other reservoirs of this type are contemplated in the Mohawk Valley—probably on the Schoharie or East Canada Creeks. The Hinckley reservoir is located both in Oneida and Herkimer counties.]

In quantity of material used in the construction of these two tremendous dams there are surprisingly large figures, as indicated above. Take the masonry material alone. It totals upwards of 200,000 cubic yards, which if loaded into ordinary dump wagons, would present a picture something like this: By the time the first team reached either the Delta or Hinckley dams, the last wagon would be just starting out of Charleston, South Carolina. Or, if the procession were starting from the west, the last wagon would be at Springfield, Illinois, when the first wagon was dumped.

One does not have to be an engineer, an architect, nor yet a builder to appreciate the many striking features of this portion of the canal work. It is fraught with romance at almost every point. It is tinged with history all along the valley of the Mohawk. The old and the new intermingle, and there is always something to study according to the manner in which one's mind inclines.

Considering merely the work itself, four striking features of engineering accomplishment stand out prominently from the mass of detail involved in the building of this section of the canal. These features include lock and dam construction, the principle of movable dams, the canalizing of the Mohawk River, and land cuts.

Starting at the Hudson River end of the section, the first piece of lock and dam construction encountered is the lift from the Hudson River level to the level of the Mohawk, a distance of 184 feet, or 14 feet more than the entire lift in the entire Panama canal. This 184-foot lift is overcome by a series of five locks which replace 16 small locks that are required to make the same lift on the old canal. A great saving in time of lockage has been made here, for it is possible for barges to go through the new locks in about one hour and 35 minutes, as against 8 hours required to lift through the 16 old locks.

At the beginning of the Barge Canal's eastern course in the

Mohawk River two immense dams have been constructed. The first of these is known as the Crescent dam and the second as the Vischer's Ferry dam. The Crescent dam is the more impressive of the two and is constructed in the form of a half circle intersected on one end by a large island.

Some idea of the size of Crescent dam may be obtained when it is stated that the total length of the structure is 1,922 feet, with a radius of 700 feet. The height of crest above top of apron is 39 feet. The width on the base is 42 feet and one-half inch. The width on top is 11 feet, 5 inches. The rise of the pool is about 27 feet, and the width of the apron 40 feet. The total amount of concrete used in the construction of the dam was 54,360 cubic yards, and the contract price for the work was $466,438.78. The dam forms a lake which varies in depth from 15 to 45 feet, and has a width of from one-half mile to two miles, extending as far up stream as Vischer's Ferry dam, about 10½ miles distant.

A fine power house has been built at this dam which furnishes electric power for the five locks known as the Waterford Flight, the most distant of these locks being fully two miles from the dam. Eight thousand horse-power is here produced by the State plant.

The Vischer's Ferry dam forms a lake varying in depth from 12 to 36 feet, and having a varying width of from one-half to one and a quarter miles. The lake is about 11 miles long.

The contract price for the Vischer's Ferry dam was $518,-149.65. The total length of the dam is nearly 2,000 feet. The width of the base is about 40½ feet, and the width on top nearly 11½ feet. The height of the crest above top of apron is 36 feet, and the total width of the apron is 38 feet. A total of 57,750 cubic yards of concrete was used in this dam. Eight thousand horse-power is also produced at the Vischer's Ferry dam.

From Schenectady westward there are eight movable dams which are of a type of construction that forms various pools to Little Falls. These movable dams are raised out of the river in winter and leave the stream in its natural state, so that the dam does not interfere in any way with the floods. One of the largest of these dams may be seen at Amsterdam. It is 750 feet long and consists of three spans, each of them 250 feet long. This structure alone cost $800,000.

Some of the most impressive work along the entire canal system may be seen at Little Falls. The cut made here is a veritable monster of rock excavation, the rock being igneous in character and unusually hard. This excavation, however, does not repre-

sent the principal difficulty in the work here encountered. The problem rather hinges on the fact that the West Shore and New York Central Railroads, the canal itself and the Mohawk River all come together at this point in a narrow gorge, the situation being further complicated by the presence of mills and other industrial plants in the gorge. Two old Erie Canal locks operated here were covered with water and not even pulled out, because when the waters were let in there was ample depth over them. The new water level is 20 feet above that of the old Erie Canal water surface.

The highest lift lock in the world at the time of its construction, was built at Little Falls. It has a total lift of 40½ feet, which is nearly one-fourth of the entire lift of the entire Panama Canal. [A lock with a slightly higher lift has since been built in Europe. The Little Falls Big Lock remains the highest lift lock in the Western Hemisphere.]

The total cost of the work at Little Falls, including lock construction, was $950,000.

Having mastered marshes and quicksand and built the prism of the canal across gorges and along lines highly elevated above the surrounding country, the problem confronting State Engineer John A. Bensel at Scotia, New York, seemed simple at first. It appeared to be a mere detail, although a large one, of the general task of canalizing the Mohawk River, and on the surface apparently all that was called for was the construction of a lock and dam. When test pits were sunk, it revealed an entirely different state of affairs, for it was found necessary to sink caissons in order to reach a solid foundation. This work, which is always dangerous, was rendered more so by the fact that some of the caissons had to be sunk 82 feet below the surface of the river. A short time before the chamber members inspected the work, two men lost their lives in one of the caissons. [The entire Schenectady basin seems to consist of very unstable materials to a very considerable depth, which is probably due to the great amount of material washed into Lake Albany by the great Iromohawk River of post-glacial times.]

The construction work involved in the building of the eight movable locks and dams built incidental to the canalizing of the Mohawk included foundations of varied character, some on rock, others in hardpan and lighter material, making it necessary, where the lighter material was encountered, to enclose the entire structure with sheet piling.

At Rocky Rift Feeder, Crescent and Herkimer, three guard

gates have been built in order to confine the floods in the Mohawk River. These gates are the highest on the entire Barge Canal system, their height being 24 feet. Sometimes the building of a lock involves other tasks of considerable magnitude. This was the case at Sterling Creek, where it was necessary to build a railroad bridge of very heavy type for the main line of the New York Central incidental to the work of building the lock.

In the canalizing of the Mohawk River from Crescent dam to Schenectady, a very small amount of excavation was required, inasmuch as the two large dams forming the two lakes already referred to gave sufficient depth for navigation. In the canalizing work various kinds of material were encountered, such as fine sand, hardpan and rock. Where the rock was encountered it was very difficult to carry on the work, due to the numerous floods for which the Mohawk River is noted.

The fine sand also presented serious problems, because it was always necessary to maintain channels, an exceedingly difficult task in soil of such character.

From the Hudson River to the Mohawk at Waterford, the canal prism is constructed in a new location. This stretch includes the five locks known as the Waterford Flight, already referred to as a lift which, in itself, is 14 feet higher than the total lift of the entire Panama canal. This exceptionally high lift was necessary in order that the canal might pass around Cohoes falls and the dam at Cohoes. In the vicinity of the Rocky Rift Feeder, another line was necessary for the purpose of overcoming the slope in the Mohawk River and the Rocky Rift Feeder dam, which stores water for the maintenance of the canal.

At Little Falls the new construction follows the same lines as those of the old canal. This is a land line constructed for the purpose of passing around the falls at Little Falls.

From Herkimer east another land line is provided for, the object being to overcome the slope in the Mohawk River.

The Barge Canal follows a land line cut for 25 miles from Frankfort west to Rome, this channel lying to the north of the Mohawk which follows a winding course westward of Frankfort Village.

The eastern summit level lock is located between Whitesboro and Oriskany. It runs about fifteen miles westward to New London.

In the original Barge Canal plans the old Erie Canal from Mohawk westward to Rome, a distance of 29 miles, was to be retained for "terminal" purposes, but rather, it is probable, for the

purpose of affording a convenient water supply for manufacturers located along its banks. This unused canal became such a nuisance to the towns along its banks that relief was afforded by a vote of the people, which carried a proposition that the canal and canal lands be sold. This was accordingly done and the canal channel is gradually being filled in where it runs through the towns in the section mentioned. In 1924, Utica voted to retain its canal lands for street purposes. Schenectady has filled in the Erie Canal bed and constructed a parked highway in its bed, called the Erie Boulevard.

The Barge Canal tonnage, by years, since its opening in 1918, has been as follows: 1918, 1,159,270; 1919, 1,238,844; 1920, 1,421,434; 1921, 1,457,802; 1922, 2,260,763; 1923, 2,572,635.

In 1925 Governor Smith, in his annual message, advised the formation of a committee to investigate the whole subject of the operation and management of the Barge Canal; inasmuch as the tonnage of boats using the waterway amounted to only one-tenth of the canal's capacity. Such a committee was formed. In the same year, a court decision rendered the verdict that the New York Central Railroad must accept freight shipments bound to and from Barge Canal terminals. The decision was rendered with reference to the Buffalo Canal terminal but applies with equal force to all canal terminals throughout New York State, including the important ones in the Mohawk Valley.

The agitation for a Deeper Hudson Waterway, with a 27-foot channel from New York to Albany, promises to produce results, inasmuch as the Rivers and Harbors bill, containing this provision, had passed the House of Representatives in January, 1925 (at the time of this writing) and favorable action was expected in the Senate.

This deeper Hudson channel would bring ocean transportation up to the mouth of the Mohawk and to the eastern outlet of the Erie branch of the Barge Canal and within fifteen miles of Schenectady in the Mohawk Valley and within 95 miles of Utica. This ocean channel to Albany is bound to come about in time and with it will come a fuller use of the Barge Canal, with a main improved course, or ship canal, from the Hudson (either at Waterford or below Albany) to and through the Mohawk Valley to Oswego on Lake Ontario. Two thirds (100 miles) of such a ship canal (160 miles long) would lie in the Mohawk Valley.

Whether or not a ship canal is advisable through the Mohawk Valley, the Editor of this work cannot say. He has heard one of the best posted Barge Canal engineers say that a ship canal

through the Mohawk Valley, from the Hudson to Lake Ontario is possible but not practicable. Possibly Father Time will find a solution which will make such an undertaking practicable.

The Standard Oil Company maintains a fleet of large and finely built oil barges on the Barge Canal. "Socony" uses the canal to the utmost, sending all its oil shipments over this waterway during the navigation season. It maintains oil stations on the canal at Schenectady, Amsterdam, Fonda, Fort Plain, Little Falls and Utica. There are several other lines now in operation and the canal traffic has doubled from 1918, the year of its opening, until 1925, the year of this writing. Canal traffic, however, is but one-tenth that of the capacity of the canal.

The largest boats plying the Barge Canal are those of a fleet now building, which run from Duluth, at the head of the Great Lakes, to New York City. Up to 1925, two of these boats had been constructed—The Twin Ports and Twin Cities. The Twin Ports was the first of the fleet to make the 1,000 mile waterway trip in 1923, from Duluth to New York. It is 268 feet long, 42 feet wide, carrying a maximum cargo of 2,600 tons and is propelled by gasoline engines.

Prior to 1924, there was considerable complaint on the part of Barge Canal shippers that the canal filled in at certain points and full loading could not be had. In 1924 a full maximum 12-foot channel was maintained throughout the canal, and the increasing traffic over the waterway is plainly in evidence.

During 1922, at the time of the coal strike, a great amount of coal was shipped by canal, at a time when the railroads were able to move but small amounts. If the canal has value in an emergency, such as war or strikes, it should be doubly useful in time of peace.

Considering the tremendous development of transportation traffic through the Mohawk Valley, it would seem as though some future coordination of rail and waterway transportation would eventually come about. If the traffic movement, through this Gateway to the West, is not handled scientifically and all our transportation resources developed to the utmost, the time may come when our water, rail and highway routes may prove inadequate to the transportation demands of the tremendous volume of east-west traffic which does and will pour through our Valley. In that case this traffic will, to a certain extent, find some other outlet.

Before Barge Canal work began the Mohawk's banks were beautiful with trees—largely elms and willows. As the canaliza-

tion destroyed much of this it should now be restored, both for beauty and utility—the protection and holding of the river's banks. This reforestation is now in progress by the office of the State Engineer and Surveyor, a certain species of willow being used, as best adapted to hold the canal banks.

The project for deepening the Hudson River, from New York to Albany, so that a 27-foot waterway would be available between the two ports, has given new life to ship canal projects through the Mohawk Valley, at the time of this writing, in 1925. These ship canal plans generally consider a ship canal channel leaving the Hudson below Albany and following the valley of the Normanskill to South Schenectady, thence along the present Mohawk River Barge Canal route to Rome, and Oneida Lake, to Three Rivers and thence on the present line on the Oswego River Barge Canal to Oswego. Westward traffic is planned to follow Lake Ontario to near Niagara River, where a land line canal is projected around Niagara Falls to Buffalo. Martin F. Bowen, of Buffalo, presented plans for a ship canal following this route in a 1925 issue of "American Shipping". Mr. Bowen's project contemplated a canal financed and operated by a private corporation. Its estimated cost was $500,000,000, and ten years was estimated as the time required for its completion. As projected, it would carry the largest lake craft to the Atlantic.

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Martin Schenck, who, as State Engineer, in his report of 1892, first publicly proposed the Barge Canal, was born on the Schenck farm at Schenck's Hollow, in the town of Palatine, near the Nose, where the Montgomery County home is now located. The first Schenck (Peter) came to Long Island, in New York State, in 1650, from Holland. A descendant, Ralph Schenck, moved to Johnstown during the Revolution. He was an active patriot and soldier, serving at Monmouth and Cowpens, among other fields, and held the rank of lieutenant. His son William bought the Jelles Fonda place from John DeWandelaer at the mouth of the Kanagara or Knauderack, which later became known as Schenck's and Schenck's Hollow. Major Jelles Fonda had here a store and a mill and a fine brick house (said to have been one of the best in the valley), all of which property was burned by Johnson in his first raid in 1780. William Schenck here had a grist mill, saw mill, fulling mill, plaster mill, cider mill, blacksmith shop and cooper shop in the early nineteenth century, making it a place of considerable importance. Here about or before 1830, he built a fine brick house, which is now the main building of the

Montgomery County Home, the farm having been acquired by the County about 1900. The Schenck place is one of the most noted of the historic farms and dwellings along the Mohawk, being a large, well kept place, situated amidst beautiful surroundings. It, however, has the unenviable reputation of being located on the banks of a stream, which is one of the few haunts of rattlesnakes in the valley.

Benjamin Schenck, son of William Schenck, was the father of Martin Schenck, who was born at the Schenck place in 1848. He studied civil engineering at Union College and became engaged in railroad and general engineering and contracting work. In 1874 he was elected to the assembly from Montgomery County. He was later an engineer employed in West Shore railroad construction and in 1883 became connected with the canal department. In 1892 Martin Schenck was elected State Engineer and Surveyor and served as such until 1894.

CHAPTER 100.

THE NEW YORK CENTRAL RAILROAD THROUGH THE MOHAWK VALLEY.

By Pitt P. Hand, Director of Publicity, New York Central Lines.

NEW YORK CENTRAL RAILROAD AND THE NEW YORK CENTRAL LINES, THE MOST VALUABLE PROPERTY UNDER ONE MANAGEMENT IN THE WORLD, WITH ESTIMATED PHYSICAL ASSETS OF TWO BILLION DOLLARS—THE NEW YORK CENTRAL THROUGH THE MOHAWK VALLEY, THE ONLY SIX-TRACK RAILROAD IN THE WORLD—THE MOHAWK DIVISION, 1831-1839, THE PARENT LINK OF THE NEW YORK CENTRAL LINES—WEST ALBANY CAR SHOPS AND YARDS—CARMAN, SOUTH SCHENECTADY, ROTTERDAM AND SCHUYLER JUNCTION RAILROAD CONNECTIONS—UTICA'S MODEL FREIGHT YARDS—NEW TRACK LOCATIONS AT ROME, LOCATION OF THE CENTRAL'S RAILROAD TIE CREOSOTING PLANT—THE GREAT CASTLETON CUTOFF, EXTENDING FROM THE HUDSON AT SELKIRK INTO SCHENECTADY COUNTY—GREATEST FREIGHT YARD DEVELOPMENT IN THE WORLD.

It would be difficult, indeed, to imagine a more primitive origin than that of the New York Central Railroad, as described in a preceding chapter. Yet from the Mohawk & Hudson Railroad of 1831, with its seventeen miles of track and its one locomotive so puny that it was supposed to be, and probably was, incapable of climbing a grade with its own weight, to say nothing of hauling a train, there has grown the greatest railroad system in the world.

Today the New York Central Lines, as the system which has been developed from the New York Central Railroad as the parent stem, is called, represent an actual investment of more than two billion dollars, the greatest investment under a single management on earth. The New York Central Lines employ nearly two hundred thousand persons, thus affording a livelihood for a population of nearly nine hundred thousand.

The New York Central Lines serve twelve states having a little more than half the population of the United States, and the most populous two Provinces of Canada. In this area 64 per cent of all the manufactured products in the United States are turned out, and here, also, a similar proportion of the coal is mined.

Over the New York Central Lines move more than ten per cent of all the ton-miles of freight traffic in the United States and

nearly thirteen per cent of the passenger-miles. For a generation the New York Central Railroad has held the world's speed record. It was the New York Central Railroad which was first to install a fast mail service between New York and Chicago. In volume of traffic and speed and reliability the mail service provided today by the New York Central has never been surpassed. Every day thirty-five mail cars go west and an equal number go east over the New York Central Railroad through the Mohawk Valley. The west-bound cars carry the heavier loads. The great bulk of the mail between Europe and the West goes through the Mohawk Valley. The New York Central provides the service for receiving and forwarding trans-Atlantic mail in New York Harbor. In 1923 the trans-Atlantic mail so received totalled 1,159,441 sacks.

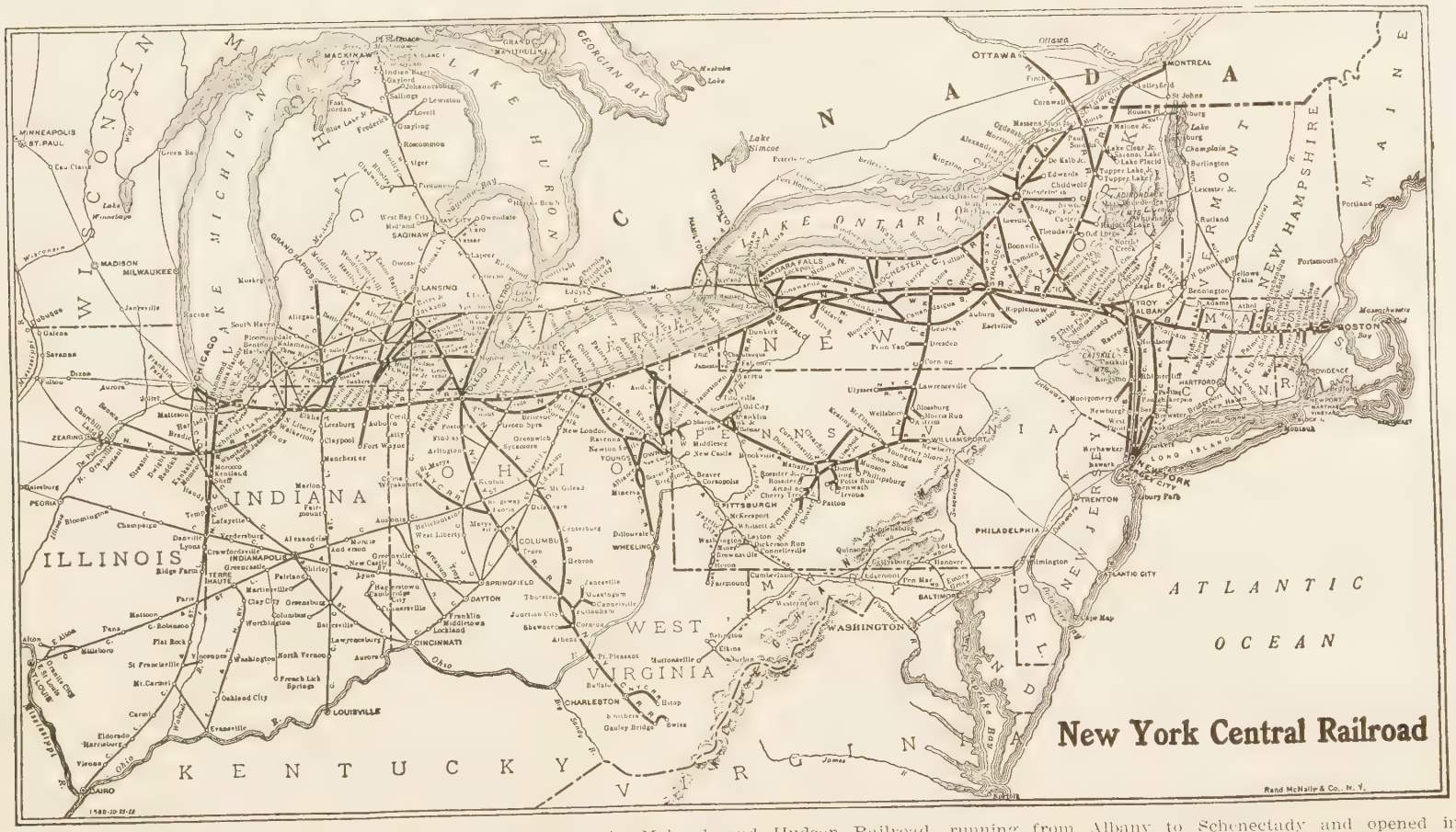
So much for the system as a whole and its service to the public. Turning more specifically to the Mohawk Valley, it is found that the main line traverses four counties in the Mohawk Valley, namely, Schenectady, Montgomery, Herkimer and Oneida. This little table shows in an interesting way the importance of the New York Central Railroad to the Mohawk Valley:

County	Total No. Towns	Total No. Cities	No. thru which Rd passes Towns	No. thru which Rd. passes Cities
Schenectady	5	1	5	1
Montgomery	10	1	9	1
Herkimer	20	1	12	1
Oneida	26	2	12	2
Total	61	5	38	5

The total assessed valuation of the foregoing towns and cities through which the New York Central Railroad passes, in 1923 was $377,828,438. The total assessed railroad valuation in these municipalities was $25,718,521. The New York Central paid 7 per cent of the total taxes in these municipalities.

The main line through the Mohawk Valley is a six-track road, the only one of the kind for so great a distance (75 miles, Rotterdam to Utica) on earth. Four of these tracks for many years constituted the original New York Central Railroad; the other two tracks were built as the West Shore & Buffalo Railroad. The West Shore was afterward acquired by the New York Central and what was once the Mohawk division of two roads is now operated as a single railroad from one office by one dispatcher.

Although this six-track trunk line across the Empire State



The first steam link of the New York Central Lines was the Mohawk and Hudson Railroad, running from Albany to Schenectady and opened in 1831. The Mohawk & Hudson R. R. of 1831, the Utica and Schenectady R. R., opened in 1836, and the Utica and Schenectady R. R. of 1839, completed the line of the present Mohawk Division, the first of the main line of the New York Central Railroad, the Centennial anniversary of which falls due in 1931. Map published by courtesy of the New York Central Lines.

has been in operation for many years it can hardly be said to be completed; for, like woman's work, a railroad is never done. Hundreds of millions of dollars have been expended by the New York Central in the last twenty years in improvements. It must be distinctly understood that the mere work of maintenance is not included in the term "improvements"; the word is used in its exact meaning.

For example, there are the West Albany freight yards, one of the largest freight terminals in the East. There are 230 miles of track in the yards with more than 600 switches, having a daily capacity of 10,500 cars. In addition to the yards there are more than ten miles of track serving engine houses, car shops, erecting and boiler shops and transfer tables. Yet in the last twenty years more than $3,000,000 have been expended to keep this important point up to the growing demands of traffic.

For another thing, in order to facilitate the movement of trains through the Mohawk Valley, various connections have been built between the New York Central and the former West Shore Railroad. First of these connections unites Carman, three miles east of Schenectady on the main line with South Schenectady on the West Shore. This connection is a double-track railroad five miles long built in 1905 at a cost of $400,000.

From Rotterdam Junction, five miles west of South Schenectady there is a second connection which taps the main line at Hoffmans, nine miles west of Schenectady. This connection is also a double track railroad crossing the Mohawk River on a steel bridge supported on concrete abutments. The connection is three miles long. The third connection going west is a few miles east of Utica, at Schuyler Junction. Although only two miles long it cost $600,000.

Building of the Barge Canal necessitated a substantial amount of relocation of the New York Central at great expense. At Utica, half way between Albany and Syracuse, the Barge Canal leaves the original location of the Mohawk River and follows a new land line across country to the north of the city. The land line Barge Canal cut extends from Frankfort to Rome, a distance of 25 miles. The canal, in fact, took possession of the river and moved it to a new location. The old river bed was filled in by the New York Central and a model freight yard established thereon having 80 miles of track and more than 400 switches. Here 6,100 cars can be handled daily. The Utica improvements, including a new passenger station, and a 70-stall roundhouse, were begun in 1910 and finished in 1916 at a cost of $5,000,000.

ENGINE Na. 999

Built at the West Albany yards of the New York Central Railroad in 1891, and the famous engine which drew the Empire State Express (beginning in 1891) for many years. In 1903 Engine 999 drew a train at a speed of 32 seconds for one mile, which stood as a record for ten years. Photo by C. M. Vander Veer, Amsterdam.

EMPIRE STATE EXPRESS PASSING FORT PLAIN STATION

Photograph by the author while the train was making sixty miles an hour. This is a historic flyer, the first long distance speed train of the New York Central, America's greatest railroad. It is still the fastest New York to Buffalo train and covers the Mohawk Division, Albany to Syracuse, 147 miles, in 176 minutes, and the 439 miles from New York to Buffalo in 540 minutes. Fort Plain has a model New York Central station and grounds.

Near Rome, 109 miles west of Albany, the railroad crosses the Barge Canal—or would have done so, if it had stuck to its original location. But as this would have involved construction of two four-track bridges at the almost impossible skew of 37 degrees it was decided to relocate the main line and thus avoid, not merely the skew bridges, but also the old line through the heart of the city, which included a sharp curve. So a new line 20,000 feet long was built. The embankment contains 1,800,000 cubic yards of material and eliminates eight grade crossings. A new station was also built at Rome.

Another improvement at Rome is a creosoting plant erected at a cost of $150,000 where cross-ties are creosoted to prolong their usefulness. In this connection it may be of interest to note that maintenance of the New York Central Lines east of Buffalo in 1923 involved the laying of steel rails and ties enough to build a single track railroad from New York City to a point 38 miles west of Buffalo.

Of greater importance than all these improvements combined is the Hudson River Connecting Railroad, or "Castleton Cut-off," as it is popularly known, including a high-level bridge across the Hudson north of Castleton. This undertaking, begun after the close of the World war, will cost when completed, more than $20,000,000. This is one of the greatest railroad developments and improvements ever constructed in the eastern states.

The western end of this cut-off lies in Schenectady County. This part of the improvement is one of the largest and most modern gravity freight classification yards in the country, and that means, of course, in the world. The yards begin on the West Shore road at Feura Bush and extend to Selkirk, a distance of six miles. The yards will be a third of a mile wide. Nearly three million cubic yards of excavation were required for the Selkirk yards. There are 61 tracks in the eastbound section and 72 in the westbound section with a total capacity of 10,760 cars. In addition there are ample engine house and coaling facilities, a reicing plant, stock yards and all the usual appurtenances of an important freight terminal. The Castleton Cut-off Bridge was officially opened Nov. 24, 1924.

The bridge is located about twelve miles south of Albany. The new cut-off forms a connection between the New York Central in the Mohawk Valley (Mohawk Division) and the Hudson River division and the Boston & Albany Railroad by which freight can be run around Albany, where congestion, on account of the low-level drawbridge across the Hudson, which was often opened

(Photo by the Author)

THE WORLD'S ONLY SIX-TRACK RAILROAD

Showing trains on the tracks of the West Shore R. R., separated by the Mohawk River (Barge Canal) in the western part of Fort Plain and Nelliston. From Albany to Syracuse, the West Shore and Central from the Mohawk Division, operated from one office and forming the only six-track railroad in the world. A long train of empty milk cars is going west on the Central, across the Mohawk, while a long freight train is going west over the nearby West Shore tracks.

as many as forty times a day, and the heavy grade from the Hudson Valley to Karner, became at last intolerable. Re-routing freight over easy grades, avoiding congested areas and taking classification work out of overcrowded yards at various points and concentrating it at Selkirk will very greatly increase the capacity of the New York Central Railroad, including the speeding up of passenger traffic.

* * * * *

The following is from the "Mohawk Valley Democrat", Fonda, October 30, 1924, relative to the dairy demonstration train sent through New York Central towns on the Mohawk Division and in the Mohawk Valley over the West Shore tracks in October and November, 1924, by the New York Central Lines coöperating with the organizations mentioned below. This was one of a number of such agricultural demonstration trains sent out by the New York Central, in the twenty years preceding the date of this article. This train was, naturally, a great influence in improving dairy farming methods and results. The extract from the Fonda Democrat follows:

A special dairy demonstration train as announced in last week's Democrat will be sent through the Mohawk Valley with speakers, advertising material and statistics, the united offering of eight agricultural agencies which have joined forces in a campaign for fewer and better cows in New York State.

The train opened with an exhibition at Earlville, Madison County, New York, Monday, October 20, and will continue in operation one month.

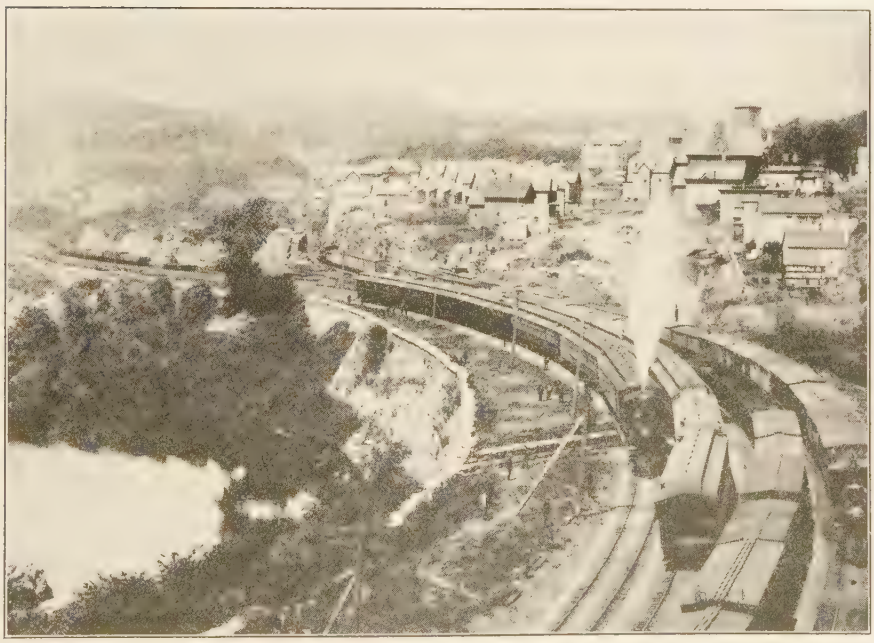
Bovine tuberculosis control will be a feature of the exhibits and also of the daily program to be given at each stop made by the train. State Institutions farms will also have a prominent part in showing records of increased products from state dairy herds, with examples of success attained in tuberculosis eradication.

Fewer and better cows is the train slogan, and the advantages to be obtained by eliminating the boarder, or low producing cow, from the dairy herd will be shown by charts and records. The programs in which the college of agriculture has a part with the Dairymen's League Co-operative Association, will stress the above points, and the work attempted on the train will be largely of an educational nature.

County officials, farm bureaus, tuberculosis control committees and dairymen generally were urged to visit the train, and see the joint offering of the various agencies interested. The importance

UNION STATION, UTICA

A fine modern railroad station, costing $2,000,000. The New York Central Railroad (main line) and Adirondack and Black River divisions, the New York, Ontario and Western Railroad, and the Delaware, Lackawanna and Western Railroad use this station. All New York Central trains but one stop at the Utica station. A New York Central Railroad school is located here.



NEW YORK CENTRAL CURVE, LITTLE FALLS

The Central tracks, as they enter the city of Little Falls, form the sharpest curve on any eastern railroad. This is one of the many noteworthy features of the Mohawk Division of the New York Central, America's Greatest Railroad. Photo copyright by Wm. H. Jackson Co., Denver, Col., 1892; by courtesy Mr. John Crowley, "Times," Little Falls.

of weighing milk and keeping daily production records will be emphasized, and county sealers of weights and measures will be in attendance.

Organizations co-operating with the Department of Agricultural relations in staging the exhibit are:

The state department of Farms and Markets, the college of agriculture of Syracuse University, the Dairymen's League, New York State Holstein-Friesian Assn., New York State Guernsey Breeders, New York State Jersey Breeders, and New York State Ayrshire Breeders organizations.

The schedule for stops, on the Central's Mohawk Division and in the Mohawk Valley, is as follows:

Earlville, October 20; Georgetown, October 21; Manlius, October 22; Chirtenango, October 23; Canastota, October 25; Oneida Castle, October 26; Vernon, October 27; So. Little Falls, October 28; St. Johnsville, October 29; So. Fort Plain, October 30; Canajoharie, October 31; and Fultonville, November 1.

CHAPTER 101.

THE MOHAWK TURNPIKE AND VALLEY HIGHWAY SYSTEM.

THE OLD MOHAWK TURNPIKE, GREAT WESTERN TURNPIKE AND SENECA ROAD—BRANCH ROADS LEADING FROM THE TURNPIKE TO SHARON SPRINGS, LAKE GEORGE, LAKE CHAMPLAIN, CANADA, SCHOHARIE VALLEY, SACANDAGA' TRAIL, SHARON SPRINGS, CHERRY VALLEY, OTSQUAGO TRAIL, GAROGA TRAIL, DOLGEVILLE, PAINES HOLLOW, WEST CANADA CREEK, LEATHERSTOCKING TRAIL, ILION GULPH, FRANKFORT GULPH, SAQUOIT AND ORISKANY VALLEYS, BLACK RIVER, THOUSAND ISLANDS, LANSING KILL, LAKE ONTARIO—ENORMOUS TRAFFIC OVER THE MOHAWK TURNPIKE—SOUTH SHORE MOHAWK TURNPIKE IMPROVEMENTS.

The Great Western Gateway Bridge leads from Schenectady to the Old Mohawk Turnpike, starting its westward course at Scotia, on the north bank of the Mohawk opposite Schenectady. The Old Mohawk Turnpike and the Mohawk River and old Erie Canal (1825-1917) formed a great highway and waterway route over which hundreds of thousands of settlers migrated to people the great West. In the 80-mile route to Utica there was a tavern for every mile, many of which, now farm houses or dwellings, are still standing. This emigration traffic later went over the New York Central Railroad. The Old Mohawk Turnpike forms the central section of the New York-Buffalo Highway which runs through the Mohawk Valley for 101 miles—from Karners, seven miles west of Albany to three miles east of Vernon, thirteen miles west of Utica.

Its westward course to Rome runs through about fifteen miles of city and village streets and about 80 miles of picturesque and productive farming country, the Mohawk River flats being among the most fertile lands in the world, the black soil having a depth of fifteen feet in places. Dairying is the principal agricultural occupation, with hay, oats, barley, and buckwheat the principal crops, besides considerable fruit production. The Valley is one of the country's greatest hay raising sections.

The fifteen miles of city and village streets you pass through, comprise one of America's important industrial sections, with 87,000 manufacturing operatives. Its industries are here briefly summarized, under the different towns, where many of the greatest inventions of the world have been conceived and perfected.

During the entire 95-mile Schenectady to Rome route, side roads lead from the Turnpike north and south to many resorts and much picturesque and attractive country of fields, forest, rivers, mountains and lakes, the great Adirondack region lying ten to twenty miles north of the Turnpike throughout its course from Schenectady to Utica, 80 miles. The Catskill region is reached at Cherry Valley and in the Schoharie Valley.

In this work the north and south shore Mohawk turnpikes are considered as one, paralleling each other as they do and running so closely together. In 1925 only the Old Mohawk Turnpike on the north shore was improved throughout its entire length of 95 miles, but the south shore turnpike will doubtless soon be similarly improved to take its share of the great motor car traffic through the Mohawk Valley.

The Old Mohawk Turnpike represents the gradual development of the old north shore Mohawk Indian trail. It has also been called the Iroquois Trail (Albany to Buffalo, 305 miles), of which it forms one-third of its mileage. In the early days it was known somewhat, it is said, as the Albany road and the Albany turnpike, as this like nearly all valley roads, led eventually to Albany in the early days of the Colony and State.

The development of the Old Mohawk Turnpike as an automobile road began about 1900. It has since grown into the greatest automobile trunk line highway in the United States. The improvement of the Mohawk Turnpike and its branch Valley highways by surfacing with macadam and concrete has been coincidental with their traffic development. It is impossible to cover this part of our Valley highway development except to say that this road improvement took place in the period from 1905 to 1925.

The Old Mohawk Turnpike carries the motor car traffic to and from New York City.

City and the Atlantic coastal states which comes up the Albany Post Road and the Storm King Highway, while it also receives the load of traffic from the New England roads running into Albany and particularly the Boston and Albany highway. At its western end, the Mohawk Turnpike receives the great traffic coming over the Seneca Road from Buffalo and the Western States as well as the load which reaches Rome and Utica from Canada, Northern New York, the Thousand Islands and St. Lawrence River and Lake Ontario.

At all chief points it taks main highways to the north into the Adirondack region as well as routes to the south into the Scho-

THE OLD MOHAWK TURNPIKE
FROM SCHENECTADY TO ROME
AND THE SENECA ROAD
UTICA TO SYRACUSE
MIDDLE SECTION OF THE BUFFALO NEW YORK-HIGHWAY
SYRACUSE
Camillus
Brewerton
New Haven
Parish
Mexico
Richland
Fabius
Manlius
Marie View
ONEIDA LAKE
Chittenango
Canastota
Sylvan Beach
Camden
Florence
DeRuyter
Earlville
Cazenovia
Wampsville
ONEIDA
SHERRILL
Bouckville
Vernon
Hamilton
Sangerfield
Oriskany
Whitesboro
Mohawk River
ROME
Oriskany Battlefield (1777) Monument
Boonville
Waterville
Clinton
New Hartford
UTICA
West Winfield
Frankfort
Ilion
Mohawk
Remsen
Battle 1781
Richfield Springs
West Stead
Fort Herkimer Church
Mickelwille
Battle 1781
Polana
Newport
Herkimer
Oneonta
Cooperstown Jc.
Jacksonburg
Gen. Herkimer Homestead & Monument
LITTLE FALLS
Finks Bridge (Fall Hill)
Dolgeville
Indian Castle
East Creek
Cherry Valley
Ft. Plain
St. Johnsville
Klocks Field Battle-1780
Palatine Church
Nelliston
Stone Arabia
Stone Arabia Battle 1780
Canada Lake
Lake Pleasant
Pisco
Sprakers
Sta. Yosts (the Noses)
Johnstown Battle, 1781
JOHNSTOWN
GLOVERSVILLE
Fultonville
Auriesville
Ft. Hunter
Ronda
Mayfield
Speculator
Wells
Northville
Tribes Hill
Fort Johnson
AMSTERDAM
Rotterdam Junction
SCHENECTADY
Middleburg
Cobleskill
Summit
Davenport
Cooperstown
Battle 1778
E. Cobleskill
Schoharie
Central Bridge
Sharon Springs
Battle 1781
Carnjoharie
Palatine Br.
Middleburg
Battle 1777
Altamont
Guilderland
Hoffman's Battle 1779
Mohawk-Mohican Battle of Tawasentha 1669
Saratoga
Hanley
Hudson River
Warrensburg
Battle 1755
Clarksville
Ravena
ALBANY
Watervliet
Scotia
Schenectady
Battle 1748
Ballston Spa
Glens Falls
Lake George
Hudson Falls
Schuylerville
Ft. Edward
Hudson River
Hudson River
Rensselaer
Valatie
Lansingburg
Battle 1777
TROY
Sandlake
Mechanicsville
Battles Sept. 19, Oct. 7 1777
Bemis Heights

harie and Susquehanna. It is indeed "The Old Mohawk Turnpike —America's Greatest Motor Car Highway."

The Old Mohawk Turnpike carries not only a great load of touring and local passenger traffic but a great freight tonnage in motor trucks. Local motor passenger buses cover a great part of its length while the great long distance touring buses cover its entire length. It is a road with a mighty present and a tremendous future.

The length of the sections of the New York-Buffalo highway are as follows, with relation to the old turnpikes: New York to Albany (Albany Post Road), 149 miles; Albany to Schenectady (Mohawk and Hudson Turnpike), 15 miles; Schenectady to Utica (Old Mohawk Turnpike), 80 miles; Utica to Buffalo (Seneca Road), 204 miles; total New York-Buffalo highway, 448 miles. The Albany-Buffalo route is generally divided as follows: Albany to Syracuse, 145 miles; Syracuse to Buffalo, 154 miles; total Albany-Buffalo highway, 299 miles.

The Old Mohawk Turnpike of the present day is generally considered as the road from Schenecetady to Rome, although the original Mohawk Turnpike ran only to Utica. The Turnpike from Schenectady to Rome is 95 miles long—roughly considered a "century of miles."

Many of the old Turnpike inns, now used as farmhouses, are still standing all along this old highway. There are six of them between Schenectady and Amsterdam.

Several of these old taverns have largely reverted to their original mission as wayside inns, together with later Turnpike farmhouses which give board or furnish meals and refreshments and provide parking places for motorists as well as tenting and camping grounds.

As on other main American highways, farmers along the Old Mohawk Turnpike have created a considerable trade in farm produce, poultry, etc., with the great motoring public constantly passing their doors.

The present Mohawk Turnpike is an important link of the greatest national automobile road—the New York-Buffalo Highway. It carries an increasing amount of freight traffic as well as passenger motor car travel which comes from every part of the United States. Plans were formulated in 1920, by State Highway Commissioner Greene to increase the width of the Turnpike from 18 to 24 feet, with a six-foot strip of bitumen and a nine-foot strip of concrete on each side.

It will eventually be necessary to improve both the north and

south shore turnpikes to carry the great load of automobile travel through the Mohawk Valley. The roads are "twins" and both are largely covered in this book.

State Engineer Williams in 1922 proposed making the old Erie Canal towpath on the south river shore into a state highway, extending from Schenectady to Buffalo. This would give a much needed third highway through the Mohawk Valley—an eventual necessity.

In the 95-mile run from Schenectady to Rome there are many interesting side trips available over main automobile roads running north into the Adirondack country and south into the Schoharie and Susquehanna valleys. These are noted at the points of junction of these roads with the Mohawk Turnpike.

It is intended eventually to mark the Old Mohawk Turnpike with distinctive pole signs. This particular link of the Albany-Buffalo highway has been frequently misnamed on automobile touring maps. The historic sites along the Old Mohawk Turnpike will also eventually be marked with suitable and informing signs and directions.

The present traffic over the Mohawk Turnpike is so great that plans are constantly brought forward for the development of its paralleling south shore highway—which is bound to be soon improved, because of the traffic load on the north side. The south Mohawk shore highway, in 1925, was developed throughout 38 miles of its 95 from Schenectady to Rome. Plans were then ready for an additional nine miles to be begun in 1925, while a proposition for a 31-mile stretch from Pattersonville to Fort Plain had been defeated as a part of the State Highway bill of 1924. The latter construction is bound to come, and, with the projected eight-mile link, from Oriskany village to Rome, it is very probable that the improved south Mohawk shore highway will be developed and improved long before 1935. Such improvement will make the Mohawk Valley one of the most intensively developed transportation lines in the world—with the Central, the only six-track railroad; the Barge Canal, greatest of artificial internal waterways; and two great motor routes—four important trunk lines of land and water transportation forming the greatest transportation belt on earth.

The following branch lines from the Old Mohawk Turnpike are mentioned. The Mohawk Turnpike is now considered as beginning at the eastern end of the Great Western Gateway Bridge where the south shore Mohawk Turnpike also branches southward with a branch from South Schenectady running into the Scho-

harie Valley. This historic route is therefore also given description. The south shore highway from Schenectady to Rotterdam (five miles west) is a pleasing route, particularly as it approaches Yantapucha, the mountain to the west of Schenectady on the south shore. On the southern slopes of the Yantapuchaberg flows the Platterkill, with its picturesque upper and lower falls and having a trail running along it, making it accessible from the South Shore Road. Near Rotterdam is the Mabie farmhouse, built in 1670, and the oldest structure in the Mohawk Valley. A return may be made to the Old Mohawk Turnpike by crossing the Rotterdam Barge Canal Bridge dam. The western part of Schenectady County was known in Colonial and Revolutionary times as the "Woestyne" or "Westina" meaning the "wilderness" or waste land.

This south shore turnpike is the shortest and easiest route to the Schoharie Valley and its villages of Middleburg, Schoharie and Cobleskill, near which is Howe's Cave. At Schoharie is the old Schoharie Reformed Dutch Church, built in 1770 and made into a Revolutionary American fort in 1776. It is controlled now by the Schoharie County Historical Society and houses an interesting historical collection. The picturesque Schoharie trip is well worth taking.

At Duanesburg the Schoharie route crosses the Great Western Turnpike (running from Albany to Syracuse) about fifteen miles south of the Old Mohawk Turnpike.

This old Indian trail was so named and improved in 1800. It carried much of the traffic from Albany in the great days of emigration to the West. The Great Western Turnpike runs west from Albany through Sharon Springs, Cherry Valley, Richfield Springs, West Winfield, Bouckville, Cazenovia, Manlius and Fayetteville to Syracuse.

At the western end of the Great Western Gateway Bridge the Saratoga road leads north from the Mohawk Turnpike. This was once the great Indian trail from Canada. Lake Champlain and Lake George to the Mohawk at Schenectady. The Saratoga trail runs north to Ballston Spa, Saratoga, Lake George, Lake Champlain and the Adirondacks. At Ballston Spa was born Major Gen. Abner Doubleday, a distinguished Union general who invented baseball at Cooperstown in 1840.

Leaving the Mohawk Turnpike west of Hoffmans station, a road leads up Touareuna hill through Wolf Hollow, in which runs the Chaughtanoonda. This is the famous Mohawk-Mohican battleground referred to and is worth a visit for its wild picturesque-

ness. At the first sharp bend in the hollow, is "Johnny's Spring," a good picnicking spot. Unsuccessful attempts at coal mining were made here, the shaft opening being called the "Coal Mine".

Thirty species of ferns and some uncommon orchids are here found. Wolf Hollow marks a tremendous earthquake of past geological ages, the rock displacement here evidenced, being called the "Hoffman's Ferry Fault." This geological disturbance outrivaled any earthquake of history, the rock crust to the east having dropped 1,000 feet.

A cave in the northern cliff is called "the Bear's Den".

The Wolf Hollow road forms a short cut to Saratoga (twenty-four miles) for the east-bound motorist, via Glenville, West Charlton, Scotch Street, thence on the State road through Ballston to Saratoga.

Kinquariones and Wolf Hollow would make a fine state park site, being accessible and available to the thousands of motorists on the Old Mohawk Turnpike.

Automobile roads run northeast from Amsterdam to Saratoga, north into the Adirondacks and south into the Schoharie.

A direct route runs south from Fultonville through Glen and Sammonsville to and through the Schoharie Valley, branching at Central Bridge onto the Albany, Cobleskill, Oneonta Binghamton highway. The direct route southward from Central Bridge may be continued through Schoharie, Middleburg and Breakabeen into the Catskills to Catskill on the Hudson.

Fonda is a Gateway to the Adirondacks, running north over the Sacandaga Trail through Johnstown and Gloversville to Northville, on the Sacandaga. Branches run from Johnstown to the Garoga and Canada lakes group, the most southerly in the Adirondacks.

There is a fine upland road running east from Johnstown, through Broadalbin, Hagerdorn's Mills and East Galway to Saratoga Springs. Westward from Johnstown it runs through Garoga, Lassellsville, Dolgeville, Salisbury Center, Salisbury to Middleville on the West Canada creek road, which can be continued through Poland, Gravesville (1924) Barneveld to the Black river road to the Thousand Islands and Canada. This road has several branches south to valley towns. This road parallels the Mohawk Turnpike on the north side of the valley just as the Great Western Turnpike does on the south side.

These broad and beautiful upland views cannot be obtained on the Turnpike road. In taking them it is advisable, as in all side trips, to consult local garages, etc., as to present road condi-

tions. On these routes west the tourist misses much of historic and scenic interest along the Mohawk, including the beautiful scenery at the Noses. In making a west and east trip through the valley, it is advisable to go an upland route one way and the Turnpike route the reverse route. The Mohawk Valley has so many historic and scenic points of interest that several tours should be made through it and all interesting and important localities should be covered.

The Sacandaga trail north to Lake Champlain is now followed by the road to Northville, which reaches Northville 17 m., Speculator 42 m., and thence to Piseco lake. From Northville it runs to Lake George, 53 m. northeast of Gloversville.

This is the trail over which Sir John Johnson escaped to Canada when the American authorities were entering Johnstown to arrest him in 1776. Over this trail Johnson and an enemy war party of 500 Tories and Indians came south on May 21, 1780, and entered Johnstown at midnight, plundering, burning and killing. The next night these raiders escaped north by another trail. This forest trail was a difficult point to defend and there was much skirmishing and scouting along it in the Revolution. An American blockhouse was built (1779) on the Sacandaga at Northville as an outpost. It was successfully defended, in April, 1780, by a heroic American soldier, Woodworth (later killed at Fairfield), who fought off a party of seven Indians singlehanded. In French-British wars, Canadian-French and Indians descended by this trail to the Mohawk to burn and massacre.

Six miles northeast of Gloversville, over this trail, is the Sacandaga Vly (Vly or Vlaie is Dutch for swamp, swampy stream and sometimes for natural meadow). This is one of the largest Adirondack marshes. The road to Northville runs along its western edge. The Vly will soon be covered by the Sacandaga storage reservoir, which will form artificial Sacandaga Lake, thirty-five miles long, from Northville to Conklingville.

Because of its accessibility as both the largest and most southerly Adirondack lakes, Sacandaga Lake promises to become the most popular summer and winter resort in the Adirondacks.

Canajoharie forms the western gateway to the Schoharie valley and the Catskill mountain road reaching the Hudson, 100 miles distant at Catskill. The eastern valley gateway to the Schoharie is at Schenectady. The Canajoharie-Catskill route runs to Sharon Springs, 11 m.; Cobleskill, 23 m.; Middleburg, 35 m.; Breakabeen, 43 m.; Prattsville, 62 m.; Catskill, 98 m. At Cobleskill is a New York State Agricultural college, and important

The village of Middleburgh was settled in 1712 by the Palatine Germans under the name of Weiser Dorf, being the first settlement in the Schoharie Valley. Its name was changed to Middleburgh in 1801. Middleburgh is situated on the eastern bank of the Schoharie River 700 fe t above sea level, surrounded by picturesque mountains, still bearing their original Indian names, and contains a population of 1,200 souls with a streetage of five miles. From Life and Adventures of Timothy Murphy by courtesy of its author, Paul B. Mattice.

MOHEGOUTER MOUNTAIN, FROM TOP OF MT. ONISTAGRAWA

Mohegouter Mountain from the Onistagrawa, showing the south side of the Schoharie River alnog which Col. Sir John Johnson approached the village of Middleburgh (Weiser's Dorf) in his raid down the valley October 17, 1780. His advance here was opposed by a picked company of scouts under Timothy Murphy. From Life and Times of Timothy Murphy by courtesy of the Author, Paul B. Mattice.

hydraulic cement works, with Howe's Cave, a few miles distant. From Middleburg south the route is through the wild, forest mountain Catskill country. This route to Catskill is 10 miles longer than that by way of the Mohawk Turnpike, Albany and the Hudson west shore highway.

The most extensive view of the Mohawk Valley, obtainable at any point, may be had on the Canajoharie-Sharon Springs-Cherry Valley road, between Sharon Springs and Cherry Valley, at the point formerly known as the Prospect House. It is one of the finest views in the East.

The Catskill Trail meets the Schenectady-Binghamton road at Cobleskill.

The tourist, going west, can take a detour 4 miles north from Palatine Bridge to the historic Stone Arabia churches. He can return to the Mohawk Turnpike at Nelliston, 4 miles west from the churches.

On clear days the Cherry Valley mountains, 12 to 15 miles southward, may be seen rising over a fertile farming plateau. The Stone Arabia section, with its two interesting old churches, is historically most important. As previously mentioned it was one of the first (1712) locations of Palatine German settlement in America and it was an important Revolutionary point.

In the detour north, the tourist rises from a Mohawk Turnpike sea elevation of 340 feet, to a sea elevation of 820 feet at the Stone Arabia Reformed church, close to which Nelliston Creek has its source.

The Palatine Bridge, Stone Arabia road, is being extended to Ephratah where a hard road runs north to Rockwood, from which place the motorist can run north over a Garoga Creek gravel road striking the Johnstown road to Garoga and Canada lakes. This will soon be an important Adirondack route.

From Canajoharie, roads run southwest, south and southeast to Cherry Valley (19 m.), Otsego lake, Sharon Springs (11 m.), Cobleskill (23 m.), the Schoharie River and thence through the Catskills to the Hudson River at Catskill.

The mineral waters and baths at Sharon Springs are not surpassed by any of a similar kind in the United States. In the early and middle nineteenth century this Mohawk Valley upland village was a fashionable watering place. On clear days, from Sharon Springs and vicinity, one may look eastward far into the Adirondacks.

The road from Canajoharie to Sharon Springs and Cherry Valley was the one followed by Gen. Clinton's left wing in his

march from the Mohawk at Canajoharie to Otsego Lake in 1779. His center followed Clinton's Road or the Continental Road, which begins at the Seeber Lane road, where it joins the Canajoharie and Happy Hollow roads.

The road from Fort Plain-Nelliston to Stone Arabia joins the Palatine Bridge concrete road at the Stone Arabia churches. The Garoga-Adirondack Trail running south from Piseco Lake will thus soon have an outlet southward to Fort Plain and thence over the Otsquago Trail to Otsego Lake, Cooperstown, Oneonta and Binghamton and on to Philadelphia and Washington.

Fort Plain, by the Otsquago Trail to Otsego Lake, Cooperstown and Richfield Springs, is a natural Mohawk valley outlet to the Susquehanna headwater region, much used (as well as the Canajorahie road) in pioneer days. Cooperstown is noted as the home and burial place of James Fenimore Cooper, the early American novelist, who made Otsego Lake (Glimmerglass) famous in his romances. Cooperstown is equally famous as the scene of the invention of the modern game of baseball. Abner N. Doubleday, then a cadet at West Point, there created baseball for the boys of Green's school, who played the first game in Cooperstown in 1840. Young Doubleday was later a U. S. A. Major-General, holding the Union line on the first day at Gettysburg, July 1, 1863.

Automobile roads lead s. w. to Otsego Lake, 19 m.; Cooperstown, 28 m.; Richfield Springs on Canadarago Lake, 23 m.; s. e. to Cherry Valley, 12 m.; to Sharon Springs, 12 m. Cherry Valley is famous as the scene of a terrible Revolutionary massacre by Tories and Indians under Brant and Butler, Nov. 11, 1778, when soldiers from Fort Plain arrived too late to prevent the slaughter.

This historic automobile road running from Fort Plain, along the Otsquago, and thence over the divide to Otsego Lake is the famous Otsquago Trail, the most direct route from the Mohawk valley to Cooperstown and Otsego Lake. It passes through the little villages of Hallsville, 4 m., Starkville, 8 m., Van Hornesville, 12 m., and Springfield Centre, 17 m., to Otsego Lake, 19 m., and Cooperstown, 28 m. The character of the landscape of the Otsquago valley is like a miniature Mohawk valley. The scenery at the Van Hornesville Gorge is very beautiful. In this Gorge is a small cave and a burning spring—a vent of burning gas from a pocket of natural gas, which are not infrequent along the southern half of the Mohawk watershed. The original Otsquago trail of the Mohawks ran from Fort Plain, over the plain of the high northern bank of the Otsquago valley, to Hallsville. A road was

later built along the creek. This route to Otsego Lake over the Otsquago Trail is a favorite automobile road and carries an enormous summer traffic.

Mr. Owen D. Young, chairman of the Board of Directors of the General Electric Co., and a member of the Paris Reparations Committee, which prepared the Dawes plan for German reparations in 1924, and the Agent General of Reparations is a native and a (1924) citizen of Van Hornesville.

Westward from Fort Plain, the Dutchtown road is a crosscut State road running north and west to Indian Castle 11 m. and the Gen. Herkimer home 14 m., reaching the Turnpike at Finks Bridge, 15 m. It is one of the many valley roads roughly paralleling the Turnpike which cut off river bends. This road (going westward over a fine upland plateau of farmlands, 500 ft. above the Mohawk) has splendid wide views of the Cherry Valley Mountains to the south, the Adirondacks to the north and, approaching it, Fall Hill and the valley to the west. In making a double tour (coming and going) of the Mohawk valley this is a good road to take one way as it is one of the most picturesque along the Mohawk and gives a splendid outlook on the full width of the valley.

This route gives a splendid idea of the real Mohawk Valley, from 10 to 50 miles wide. The narrow inner Valley, seen from the Mohawk Turnpike, consists of the flats, which was the bed of the ancient great Iromohawk, the slopes which formed its banks and the adjoining Valley hills. The real Mohawk Valley extends from the northern Adirondack divide to the southern Catskill divide, a great breadth of country, seen to advantage from this historic road.

Roads run north from St. Johnsville to Dolgeville and to the Johnstown-Dolgeville-Middleville upland Valley highway. A road north from East Creek, through Ingham's Mills also meets this highway at Dolgeville.

Roads run north from Little Falls to Spruce Lake and the Johnstown-Dolgeville-Middleville highway at Dolgeville; and south through Paines Hollow to Jordanville, Richfield Springs, Schuyler Lake, Little Lakes, Otsego Lake, Cooperstown and the Susquehanna Valley. When the accompanying map was drawn, the Little Falls road to Paines Hollow had not been built.

The West Canada Creek or Kuyahoora valley is a beautiful and fertile farming and dairying region. It affords a picturesque tour from Herkimer northward to Trenton Falls, the Black River road and the Fulton Chain and Adirondack road at Alder Creek.

On the Kuyahoora Trail are Middleville, Newport, Poland and Cold Brook. At Newport the first Yale locks were made in 1840.

Fulmer Creek, which enters the Mohawk at Mohawk Village, is followed southeasterly by an automobile highway running, by way of Jordanville, to Richfield Springs, Canadarago Lake, Otsego lake, Cooperstown and Oneonta, all located on the headwaters of the great Susquehanna valley. This follows an important old Iroquois trail over which Brant came, in 1778, with his Tories and Indians, to lay waste to German Flats, as well as other Revolutionary raiding parties. This road is known today as the "Leatherstocking Trail."

One of the most picturesque scenic features of the Mohawk Valley is the beautiful deep ravine extending southwestwardly from Ilion along Steele's creek and its western branch nearly to Cedarville, an airline distance of over five miles. This small canyon is known as the Ilion Gulph and its creek as the Gulph stream. Its rocky walls rise in steep cliffs, at one point, four miles south of Ilion, reaching a height of 700 feet above the brook and a sea level elevation of 1,580 feet for this summit. This beautiful route forms a natural gateway to the headwaters of the Unadilla River, a main headwater stream of the Susquehanna, which rises 8 miles southwest of Ilion near Dayville. The Ilion Gulph is resorted to by geologists for the collection of fossils and the geological study of this deepest of Mohawk Valley ravines.

The Ilion Gulph is commercially important as the site of the second Remington rifle factory (1816, the first being on the farm at Crane's Corners). The old stone forge is marked by a tablet alongside the Gulf road.

An automobile highway runs up the Gulph from Ilion to Cedarville and thence to West Winfield, on the Unadilla River and the Great Western Turnpike, there connecting with Richfield Springs, Otsego Lake, Cooperstown, Cherry Valley and Sharon Springs and roads running south, from West Winfield, down the Unadilla and the Susquehanna, to Binghamton.

Moyer Creek enters the river at Frankfort. It rises seven miles airline distance, west from its outlet, at the foot of Frankfort Hill (1,379 ft.). Three miles southwest, the Gulph hill rises to 1,500 ft. Two miles east Dutch Hill rises to 1,060 feet elevation. Moyer Creek follows a deep ravine, south of Frankfort, known as the Gulph. The Gulph begins about two miles southwest of Frankfort and extends three miles to Gulph. It is a picturesque ravine similar to Ilion Gulph, only not so deep, and a road follows the creek through its entire distance. At their

highest point, its bordering cliffs rise to a height of 400 feet above the creek. Moyer Creek's headwaters flow within a half mile of the source of the Unadilla (Cedar Lake creek) at Dayville, 7 miles airline distance southwest of Frankfort. This is the most northerly headwater source of the Susquehanna and the closest to the Mohawk.

The old Seneca Road section of the New York-Buffalo automobile highway skirts the northern base of the foothills from Utica to Syracuse, 50 m. w. This is the present (1924) main route of this great highway between these two cities.

In 1921 a movement was inaugurated to make the New York-Buffalo Highway a "Road of Memory," with hundreds of thousands of native trees planted along its 450-mile length to commemorate the brave sons of New York state who fell in the World war. The initial planting of these memorial trees was scheduled for 1921 when 20,000 elms were to be set out on the Utica-Syracuse section.

Genesee street, one of America's most beautiful avenues, is the backbone of Utica and its most characteristic feature. It runs from old Deerfield Corners, on the Mohawk Turnpike in present Utica, west to beyond New Hartford, in which six miles it is built up the entire distance. Actually the same street is building northward, on the Black River road, so that Genesee street before many years, will extend as a built up tree-lined street from Deerfield Hills to Clinton and Hamilton College, a distance of twelve miles. From Baggs Square to beyond Hopper street Genesee street is a business street, traversing the heart of the business section, which is rapidly encroaching on the Genesee street residential section, southwest. Many of Utica's finest business buildings and residences lie on Genesee street.

Genesee street was originally the Indian trail to the Seneca country, later known as the Genesee Road and improved as the Seneca Road in 1800, by which name this beginning of the road to Buffalo is known today. The trail from Old Fort Schuyler and the Mohawk river passed over present Park avenue and met the Genesee trail at present Oneida Square.

Genesee street is the Mohawk river crossroads of a trail which runs from the St. Lawrence river to Utica and thence by forks south to Chesapeake Bay and west to Buffalo.

At Utica the New York-Buffalo highway has a sea level elevation of about 440 feet, the same as that of the divide at Karner's, between Albany and Schenectady. The Utica-Syracuse highway reaches its highest point at Lairdsville, 10 miles west

of Utica and 3 miles west of Kirkland, at a sea elevation of 720 feet.

Utica is the "Cross-Roads of New York" on the most important automobile route in the world—the albany to Buffalo Highway (Iroquois Trail), comprising the Mohawk Turnpike in its eastern section (Albany to Utica) and the Seneca Road in its western section (Utica to Buffalo).

Utica is a center where several automobile trunk lines meet. They radiate north, south, east and west from Utica. The foregoing railroad routes are practically paralleled by these important highroads and they are important as freight as well as passenger motor car routes. Motorists run north over these roads to the Adirondacks, Thousand Islands and Canada, and south to the Susquehanna Valley. The Mohawk Turnpike here connects with the Seneca Road westward to Syracuse, Rochester and Buffalo and thence to Chicago and the Pacific Coast.

On the western limits of Whitesboro, and over one mile east of Oriskany, is the Barge Canal Lock No. 20, which is the eastern lock of the canal summit level running westward 18 m., to New London, marking the divide between the waters of the Great Lakes and the Atlantic seaboard. This Oriskany lock raises the water from a sea level elevation of 404 feet below to 420 feet sea elevation of the summit level above the lock.

A bridge crosses the canal just above this lock. Over it a highway runs north through Marcy to the Black river and Adirondack roads which diverge at Barneveld.

From Rome, main automobile routes run northwesterly through Camden to Pulaski and Oswego on the Lake Ontario road, running from Niagara Falls to Ogdensburg.

The automobile route, along the Mohawk river and Lansing Kill north from Rome to Boonville, is one of the favorite picturesque drives in the western Mohawk Valley. Along the beautiful little upper valley of the Mohawk, one passes the State Fish Hatchery, attractive Lake Delta, where the Teugega Country Club has its house and golf links; and, three miles beyond, one comes to the little village of Westernville, 8 m. n. of Rome. In the Presbyterian church cemetery lies the grave of Gen. William Floyd, Signer of the Declaration of Independence.

Mohawk Valley people are justly proud to have had (1804-1821) as a citizen, General William Floyd, one of the makers of America and a signer of the Declaration of Independence, and to point to his last resting place along the Mohawk. He was born at Brookhaven, L. I., in 1734, came to the township of Floyd

in 1804 and died at Westernville in 1821. General Floyd was a prominent soldier and legislator.

We come to the end of the Old Mohawk Turnpike at the American Corner in Rome—a fitting name for the ending of the most American of American roads—a highway which should serve to quicken the pulse of every son and daughter of Uncle Sam and to renew our pledges of service and loyalty to the liberties of America, for which Americans fought, bled and died on the Old Mohawk Turnpike.

CHAPTER 102

THE BIRTH AND DEVELOPMENT OF MOHAWK VALLEY INVENTIONS AND MANUFACTURING INDUSTRIES.

CHRONOLOGY AND HISTORY OF MOHAWK VALLEY MANUFACTURES—1800-1810, GLOVERSVILLE LEATHER AND GLOVE INDUSTRY—1800, HERKIMER COUNTY CHEESE MANUFACTURE—1808, UTICA CITY DISTRICT WHITE GOODS—1816, ELIPHALET REMINGTON MAKES FIRST REMINGTON RIFLE—1831, REMINGTON WORKS AT ILION—1832, FIRST AMERICAN POWER KNITTING MILL AT COHOES—1836, MEN'S CLOTHING MANUFACTURE AT UTICA—1840, WESTINGHOUSE THRESHING MACHINE PERFECTED AT CENTRAL BRIDGE, FIRST YALE LOCK MADE AT NEWPORT, MANUFACTURE OF CARPETS AT HAGAMAN, REMOVED TO AMSTERDAM, IN 1842—1842, STOVE AND FURNACE WORKS AT UTICA—1845, SCHENECTADY LOCOMOTIVE WORKS—1848, LINSEED OIL AT AMSTERDAM—1858, WAGNER SLEEPING CAR—1859, WAGNER ELEVATED CAR ROOF, COTTON (AND LATER PAPER) BAG MANUFACTURE AT CANAJOHARIE—1863, KNIT GOODS MACHINERY AT COHOES—1867, WAGNER PALACE CAR—1868, BROOM FACTORY AT AMSTERDAM—1869, GEORGE WESTINGHOUSE INVENTS RAILROAD AIR BRAKE—1870, DAIRY MACHINERY AT LITTLE FALLS—1870, THRESHERS AT ST. JOHNSVILLE—1873, REMINGTON TYPEWRITER AT ILION—1874, FIRST MAGAZINE RIFLE AT ILION—1874, ALFRED DOLGE LOCATES AT DOLGEVILLE (BEGINNING OF PRESENT FELT SHOE INDUSTRY)—1886, DESK MANUFACTURE AT HERKIMER, EDISON ELECTRIC COMPANY (NOW GENERAL ELECTRIC COMPANY) REMOVES TO SCHENECTADY—1891, BEECH-NUT PACKING COMPANY AT CANAJOHARIE, CHARLES B. KNOX GELATINE COMPANY, INC., BEGINS AT JOHNSTOWN—1897, FIRST MOHAWK VALLEY HYDRO-ELECTRIC PLANT AT DOLGEVILLE—1895, BICYCLE MANUFACTURE LITTLE FALLS.

The birth and growth of manufactures has frequently gone hand in hand with invention in the Mohawk Valley. This is particularly true of the knit goods industry of Cohoes, the threshing machine works of Schenectady, the General Electric Company and the American Locomotive Company of Schenectady, the Remington Arms Company and the Remington Typewriter Company of Ilion. These subjects are treated more in detail in the different town and city chapters. They are briefly summarized in this chapter, in order to give a comprehensive view of Mohawk Valley industry and invention, both of which have played an important part in American industrial and commercial development.

Grist mills, saw mills, tanneries, blacksmith shops, fulling and carding mills, asheries, etc., were built at nearly all Valley centers, in the settlement period, from 1661 to 1800. Many of these, with the dates of their beginning, are mentioned in the historical

chapters of this work. In a number of instances, the time of their establishment is difficult or impossible to obtain. Boatbuilding was a Valley industry from the beginning of the use of the batteaux on the Mohawk about 1725. Schenectady was the seat of this industry. The first great impetus to the Valley manufacturing was given by the building of the Erie Canal.

Following is a chonology of Mohawk Valley manufacturing, inclusive of the manufacture of dairy products. This does not cover all the industries of the six Mohawk Valley counties, but it does include the principal industries, in which the great majority of the wage earners of the valley are engaged. This chronology gives at a glance the beginnings and development of the leading manufactures.

1666—Sweer Teunis Van Velsen opens the first grist mill in the Mohawk Valley on Mill Lane Kill in Schenectady. This was the beginning of the present great industrial development of the Mohawk Valley. Part of this old mill forms a portion of a barn (in 1925) back of Burger's store on State Street, Schenectady. The author does not know the date or place of operation of the first valley sawmill, but one was probably started near Schenectady soon after Van Velsen's mill. There were several small industries in Schenectady when it was burned in the massacre of 1690.

1800—Plow factory at Mohawk.

1800 (about)—Manufacture of cheese for outside markets begun in Mohawk Valley. Dairying became a large valley industry about 1825. Cheese making for market purposes was introduced into the Mohawk Valley by New England immigrants into the Mohawk Valley, principally in Herkimer County.

1800 (about)—Leather and glove industry started at present Gloversville.

1807—Manufacture of woolen cloth begun at Frankfort.

1808—Manufacture of white goods (cotton cloth) begun at New York Mills. This was the beginning of the great textile industry of the present Utica city district.

1809—James Burr and Tallmadge Edwards start business of dressing leather and making leather mittens in Kingsboro (now Gloversville), fulton County; this was the first important development of the leather and glove industry of Fulton County.

1811—Manufacture of cotton cloth begun at Oriskany. Broadcloth was later made in the factory. It now makes paper maker's felt.

1813—Judd Pottery Works started at Rome.

1816—Eliphalet Remington makes his first gun barrel and rifle on his father's farm at Crane's Corners, Herkimer County.

1820—Manufacture of plows begun at Utica.

1822—Ephriam Hart foundry started at Utica. Now the Hart and Crouse heater works.

1823—Grist mill and an iron foundry opened at Utica.

1823—Worthington hat factory opened at Rome.

1826—Pottery works opened at Utica.

1830—Harry Burrell of Salisbury, Herkimer County, makes first shipment of cheese to England (ten thousand pounds).

1831—Eliphalet Remington, Jr., opens forge for manufacture of gun barrels and firearms at Ilion, Herkimer County.

1832—Timothy Bailey and Egbert Egberts invent a frame for knit goods manufacture, operated by power, at Cohoes in 1832. Knit goods machines had been hand operated prior to this invention.

1832—Manufacture of knit goods begun at Cohoes by Egberts and Bailey; probably the inception of the knit goods business of the country; the Mohawk Valley now (1914) being the center of American knit goods manufacture.

1836—Manufacture of axes and other edge tools begun in Cohoes.

1836—Manufacture of ready-made clothing begun at Utica.

1836—Manufacture of cotton cloth (white goods) introduced at Cohoes by Peter Harmony, a Spaniard, who founded the Harmony Mills Company.

1840—Threshing machine invented by George Westinghouse, Sr., at Central Bridge, Schoharie County.

1840—Manufacture of ingrain carpets begun at Hagaman's Mills by Wait, Green & Company; later J. Sanford & Son of Amsterdam.

1840—Yale locks made first at Newport (industry removed later).

1842—Manufacture of woolen goods begun at Little Falls.

1842—Stove and furnace manufacture begun at Utica (start of the great furnace and heating industry there located).

1842—Carpet mill at Hagamans removed to Amsterdam (beginning of Amsterdam's great rug and carpet industry).

1844—Manufacture of matches started at Frankfort. Concern later merged and business discontinued.

1845 (about)—Manufacture of yarn begun at Little Falls.

1845—Manufacture of railroad steam locomotives begun at Schenectady.

1846—First kid glove factory of Johnstown established. Gloves were previously made in the homes of Johnstown and Gloversville.

1847—Manufacture of woolens begun at Utica.

1848—Manufacture of linseed oil begun at Amsterdam.

1848—Manufacture of cotton cloth (white goods) begun at Utica; nor (1914) largest center of this industry in New York State and the chief textile center of the United States.

1850—First solid steel gun barrel made in the Remington works at Ilion.

1851—Manufacture of locomotive headlights started at Utica.

1852—Iron works started at Utica.

1857—Manufacture of knit goods begun at Amsterdam.

1858—Webster Wagner of Palatine Bridge invents the Wagner sleeping car.

1859—Webster Wagner invents the railroad car elevated roof with ventilators.

1859—Manufacture of cotton and paper bags begun at Canajoharie.

1861—Steam gauges made at Utica.

1862—Firearms factory started at Utica (later developed into the great Savage arms factory which helped the allies win the World war with the Lewis machine gun made here).

1863—Manufacture of knit goods begun at Utica.

1863—Manufacture of knit goods machinery on a large scale begun in Cohoes.

1863—Remington breech loading rifle perfected at Ilion.

1865—Manufacture of furniture begun at Fort Plain.

1866—First wood pulp paper made in America manufactured at Herkimer by (later U. S. Senator) Warner Miller.

1867—Webster Wagner invents railroad parlor car.

1868—Cap manufacture at Utica.

1868—Blood's broom factory established at Amsterdam; first large broom factory of that city.

1869—George Westinghouse, Jr., invents the railroad air brake at Schenectady.

1869—Dairy supplies business (D. H. Burrell & Co.) started at Little Falls. Manufacture of dairy machinery begun about 1870.

1870—Threshing machine manufacture begun at St. Johnsville.

1870—Manufacture of springs and axles started at Fort Plain; removed to Chicago Heights, Illinois, in 1894. This busi-

ness started in the old Van Horne mill at Van Hornesville, later removed to Springfield and came to Fort Plain in 1874.

1871—Iron works and machine shop started at Whitesboro.

1872—Manufacture of knit goods begun at Herkimer.

1872—Manufacture of knit goods begun at Little Falls.

1873—Manufacture of leather begun at Little Falls.

1873—Manufacture of Remington typewriters from the Sholes model begun at Ilion.

1874—First Remington typewriters put on the market.

1874—First (Lee) magazine rifle perfected at Remington works in Ilion.

1874—Alfred Dolge locates at Dolgeville and begins manufacture of felt goods, etc.

1878—Manufacture of brass begun at Rome, Oneida County.

1879—Iron foundry started at Oriskany.

1880—Paper makers' felt made at Oriskany.

1880—Silk manufacture begun at Fort Plain. Factory burned in 1884.

1880 (about)—Myers balloon factory and "farm" started at Frankfort.

1882 (about)—Butter color and dairy preparations started at Little Falls.

1883—West Shore railroad repair shops located at Frankfort; later removed to Depew, near Buffalo.

1885 (about)—Broom band factory started at Fort Plain.

1886—Worsted manufacture begun at Utica.

1886—Manufacture of desks and typewriter cabinets begun at Herkimer.

1886—General Electric Company moves to Schenectady.

1887—Manufacture of copper begun at Rome, Oneida County.

1887—Manufacture of knit goods begun at Fort Plain.

1888 (about)—Hose band factory started at Fort Plain.

1889—Manufacture of player pianos and piano actions begun at St. Johnsville.

1890—Burial casket factory started at Utica.

1890—Knit goods manufacture begun at Whitesboro.

1891—Manufacture and packing of foodstuffs begun at Canajoharie.

1891—Charles B. Knox begins manufacture of gelatine at Johnstown (now Charles B. Knox Gelatine Co., Inc.).

1892—Manufacture of knit goods begun at St. Johnsville.

1892—Silk manufacture again started at Fort Plain by Duffy

Brothers (now Duffy Silk Company, Inc.), with large factories in Buffalo.

1895—Manufacture of bicycles begun at Little Falls (now H. P. Snyder Mfg. Co.).

1897—First hydro-electric power plant in the Mohawk Valley established at High Falls on East Canada Creek at Dolgeville.

1898—Knit goods manufacture begun at Mohawk.

1905—Felt shoe factory started at Little Falls.

1920 (about)—Felt shoe manufacture started at St. Johnsville.

1921—Heater and furnace factory started at Whitesboro. (Utica Heater Company removed from Utica.)

1923—Radiator factory opened at Utica.

We have seen, in this review of events, the development of manufacture in the Mohawk Valley. Its inventions and the development of its manufactures are here briefly summarized.

With regard to the foregoing Mohawk Valley manufacturing chronology, the author would say that it has been impossible to obtain information as to the beginning of a number of valley industries. Requests for information along these lines were widely published in the newspapers of the Mohawk Valley, in connection with the announcement of the publication of the History of the Mohawk Valley—Gateway to the West—and thus every opportunity was afforded manufacturers for the inclusion of such data, regarding their industries, in this work.

1805-1809—Fulton County's glove and leather industry first started.

Beers' "History of Montgomery and Fulton Counties" (1878) on page 175, gives a history of the origin of the glove and leather dressing business in Fulton County. It is in part as follows:

The business started first, as such, in Kingsboro (now on the northern limits of Gloversville) in 1809. That village and the surrounding country was originally settled by people from New England, many of whom were skilled in the manufacture of tin. They were of genuine Yankee stock, cute and industrious and unlike their Dutch neighbors along the Mohawk, took more naturally to manufacture and to trade than to farming. Hence they were accustomed to manufacture tin, load a horse with it and, leading the beast up the Mohawk and "Chenango country," as it was then called, would exchange the tinware for wheat, also for any other products which they needed or could readily sell.

The deer skins, one of which they generally bought for a medium sized tin basin, were sometimes rather a burden, for

they were not used for much else than jackets and breeches, being prized more particularly for the latter purpose, because of their lasting qualities—no small consideration in those days of comparative poverty, economy and hard work.

The inhabitants had learned to tan the skins for clothing, according to the Indian process, using the brain of the deer itself, when convenient, but at this time often substituting the brains of hogs for that purpose. It is said that the brains of a deer will tan the hide, containing as it does the same elements as the "soda ash" fat liquor in use at the present day. * * *

About 1809 Tallmadge Edwards, formerly a leather-dresser in England, * * * moved from Massachusetts to Johnstown. In that year James Burr * * * hired Edwards to come to Kingsboro and teach them his art of dressing leather. Mr. Burr, in 1809, made up a few pairs of mittens which he took up the Mohawk and bartered off. In the following year he made a considerable number and sold at least part of them by the dozen, the first transaction of the kind. He subsequently made material improvements in the process of dressing skins, the most noticeable of which was the invention of the "bucktail," for which he received a patent. The apparatus is still in use, but the invention, like many others, proved rather a loss than otherwise to the inventor.

At this time, and much later, no gloves were manufactured, but only rough heavy mittens, which were needed to protect the hands of farmers and woodmen in cold and heavy labor. Even the leather which was produced up to a quite recent date (prior to 1878) was unfit for the manufacture of gloves, being too stiff and heavy. As lately as about * * * (1850), it is said, gloves were seldom cut, except an occasional pair, taken from the thinnest and most pliable parts of the skins. Gloves were originally cut, it is said, by laying a pasteboard pattern on the leather and following it with the shears. But very indifferent progress could be made in that way with the elastic leather now in use, and this fact shows the difference in quality quite distinctly. E. P. Newten started, in 1859, the first general machine works in Fulton County for the manufacture of glove and mitten cutting machines. The goods made in earlier days, however uncouth, furnished a good means of disposing of surplus deer skins, which, instead of being a drug on the market, were eagerly sought for, and when made up, were returned, with the next parcel of tinware, to be rebartered to parties from whom the skins had been obtained, besides being put upon the market for

sale to any who wished to purchase. Elisha Judson, it is said, carried east, about 1825, the first load of gloves ever driven into Boston. The trip took six weeks.

In justice to others it may be said that the inception of Fulton County's glove business has been ascribed to people other than those mentioned. William C. Mills, in 1805, and Ezekiel Case (a former Cincinnati citizen) in 1806, are said to have started leather dressing and glove making operations. However it is certain that some time, during the years from 1805 to 1809, the leather dressing and glove making business of Fulton County began the start of its remarkable later growth.

1808—Cotton (white goods) manufacturing begins (in the Utica City District) at New York Mills. The first cotton mill in the State of New York was established in Oneida County.

According to the best evidence the earliest cotton mill was located at the site of what is now the lower mill of the New York Mills near the canal in Yorkville, Dr. Seth Capron having established the "infant industry" there in the year 1808. He soon thereafter found an associate in the person of Benjamin S. Walcott and the two began spinning cotton yarn in 1809. With some change in the personnel of this organization the mill operations on March 10, 1810, were incorporated as the Oneida Manufacturing Society. In 1812 the power loom for weaving cotton was introduced into the county and the development of the industry thereafter was but a matter of course. On January 13, 1813, the Whitestown Cotton and Woolen Manufacturing Society was organized, Benjamin S. Walcott, Jr., being the directing head, his mill taking over the plant of a grist mill that had been built there in 1796. In 1824 Walcott, acting for Benjamin Marshall of New York, erected a five-story mill at the point now known as New York Mills and began the manufacture of sheeting, this operation giving an impetus to the industry which ever since has been gathering momentum. In 1840 the name "New York Mills" was adopted for this location and enterprise. In 1856 Samuel Campbell, an experienced cotton mill man from Scotland, arrived on the scene and took a hand in operations, which thereafter for some time were carried on under the name of Walcott & Campbell, and the concern was developed on a real going basis. In 1884 this mill was incorporated under the name of the New York Mills Company, with a capital stock of one million dollars, and operations were extended in accordance. Since then many large fortunes have been made out of the cotton mill industry in and

about Utica and the products of Utica mills have gone into all lands.

Another growing development along this line was that initiated on March 30, 1810, with the organization of the New Hartford Manufacturing Society and the mill operations under that style were carried on until in 1870 when the New Hartford Cotton Manufacturing Company was organized to take over and extend these operations. The great Utica Cotton Manufacturing Company had its beginning with the organization and incorporation on April 5, 1814, of the Capron Cotton Manufacturing Company, which carried on for many years at Capron in the town of New Hartford and which under the present direction of the Utica Cotton Manufacturing Company maintains mills both at Capron and at Utica. It was in 1848 that the Utica Steam Cotton Mills had their start. This was the first effort made to apply steam to the manufacture of cotton hereabout, water power having held its own even after the beginning of the development of steam power operations in other industries. Steam mills had been found to be successful at other points and a committee of leading citizens of Utica, including Theodore S. Sexton, Silas D. Childs, Alfred Munson, Charles A. Mann, Edmund A. Graham, Andrew S. Pond and Horatio Seymour, took the matter up for investigation with a view to establishing the cotton milling industry at Utica on an entirely new and more profitable and productive basis. On the basis of the report made by this committee a company was organized, new mills were erected and the cotton milling industry in Utica was revolutionized. It only need be said that fortunes ultimately were made by those who were fortunate enough to hold stock in that enterprise. Along in the late '70s and through the '80s the cotton industry in this section grew by "leaps and bounds," and many companies were organized to carry on business along that line, with the result that Utica has come to be known as a greater producer of knit goods and cotton fabrics than any other city in the world, with an annual output of product that certainly would have staggered the imagination of the founders of the business here more than a century ago.

Gloversville and Johnstown form the greatest glove manufacturing center of the United States, 80 per cent. of the gloves of American make being (1925) made in this community.

This enterprise was the beginning of textile manufacturing in the Utica metropolitan district which is now the chief textile center in the United States. The organizers of this cotton cloth

manufacturing enterprise were New Englanders like most of the early manufacturers and inventors of the Mohawk Valley. There were exceptions like Webster Wagner of Palatine Bridge, the inventor of sleeping and palace cars, who was of Palatine ancestry. In the main, however, the valley men of both Holland Dutch and Palatine ancestry were farmers or tradesmen or tavern keepers, during the first half of the nineteenth century, which was the great period of manufacturing birth and development, invention and town building and growth. This chapter treats of the first development of our largest Mohawk Valley manufacturing industries. The first cotton cloth was made around Utica. However, an exception is made in that mention is made of the interesting development of cotton cloth manufacture at Cohoes.

In 1912, 4,950 employes were engaged in the white goods manufacturing industry at Utica, according to figures of the New York State Department of Labor. Later statistics are not available.

1831—Eliphalet Remington establishes an arms factory at Ilion.

In 1831, Eliphalet Remington, Jr., started a forge, at Ilion, Herkimer County, for the manufacture of gun barrels and firearms. He had previously had a small forge on his father's farm at Steele's Creek, Herkimer County. The business developed rapidly and during the years, 1861-65, furnished a large amount of arms to the Union armies, from the Remington factory, at Ilion and a branch factory in Utica. About this time the Remington breech-loading gun was completed. See "Chapter 128-Ilion."

1832—Cohoes knitting industry established.

The father of the knitting business in this country was Egbert Egberts. While living in Albany in 1831, he became interested in the making of knit goods. Here he made his primary experiments in the construction of a knitting frame to be operated by power. Timothy Bailey, a practical mechanic, became associated with Egberts in this work of experimentation. Bailey built a wooden frame, which, when turned by hand, accomplished, in a small way, what Egberts desired. A knitting machine had already been invented. One was bought in Philadelphia by Bailey and brought to Albany, and his contrivance was applied, so as to produce knit goods by turning a crank. In 1832 Egberts and Bailey removed to Cohoes. The new machine was arranged to run by water power. Soon eight of these machines were constructed by Timothy Bailey and set in motion. The next step

was to commence carding and spinning, thus preparing their own yarn. In this way the foundation was laid for the extensive knit goods business, which is an industry of the greatest importance in the Mohawk Valley, and in the United States as well.

For some time the new invention was kept a secret. The doors were fastened by spring locks. Even General George S. Bradford, who ran the mill by contract, was compelled to make an agreement that he would not enter the knitting room. Timothy Bailey, and a foreman who worked with him, were the only ones who understood the machines.

In 1853 there were three knitting mills in Cohoes, employing 750 hands and producing 45,000 dozen goods annually. In 1883 there were 25 knitting mills in Cohoes, with 177 sets of cards, 595 knitting cylinders and 4,140 operators. $1,600,000 was estimated to have been paid out annually, about this period, to employes in the Cohoes knit goods business. In 1863 the manufacture of knitting machinery was begun on a considerable scale at Cohoes, the birthplace of the knitting industry, which is now one of the two mammoth industries of the valley—knit goods and the making of electrical machinery. In 1912, 17,000 persons were employed in the knit goods industry in the Mohawk Valley. There were factories in nineteen valley towns, with Utica, Amsterdam, Cohoes and Little Falls, the principal points of production in the order named. See "Chapter 108—The City of Cohoes."

1836—Cohoes, Harmony Mills (for the manufacture of white goods) established.

Peter Harmony, a Spaniard, was the founder of these mills and from him they have taken their name. Associated with him were many local public-spirited men and capitalists (largely of Dutch ancestry).

The company bought a tract of land about a quarter of a mile south of the Cohoes falls, and in 1837 erected a brick building, 165 feet long, 50 feet wide and four stories high, which complete with water-wheels, flumes, etc., cost $72,000. Three brick blocks were built at the time, just west of the mill and divided into tenements for the use of the operatives. The mill was equipped with the best cotton machinery then in use, and the manufacture of cotton cloth (or white goods) began under the most favorable circumstances. New mills were built in 1844, 1846, 1849, 1853, 1867, 1872.

See the chapter on the City of Cohoes with regards to its industries and water power.

In 1912, 5,650 employes were at work in the white goods factories of the Mohawk Valley, distributed as follows: Utica, 2,750; New York Mills, 1,800; Cohoes, 600; Capron, 250; New Hartford, 150; Little Falls, 100. Utica is the center of this industry for New York State. Later figures are not available.

1840—Amsterdam carpet industry started.

The story of the carpet industry's location and growth at Amsterdam forms an absorbing chapter in the romance of American business. In 1836 William K. Greene, Sr., met with business reverses in Connecticut and removed to Poughkeepsie, where he met a Scotchman named Douglas, who was a dyer and whose father was a manufacturers of ingrain carpets in Scotland. Mr. Greene thus became interested in carpet manufacture. One day in looking through the New York Herald he saw an advertisement of an old mill and dwelling at Hagaman (north of Amsterdam). Mr. Greene and Mr. Douglas came to Hagaman and rented the property for $100 a year. They purchased six hand looms, loaded them on a sloop for Albany, brought them to Hagaman, and so this great Amsterdam industry began in the year 1840 in its northern suburb—as the result of advertising and of a keen man's eye happening to scan that advertisement. The business was removed in 1842 to Amsterdam and there grew rapidly.

In 1842 William K. Greene withdrew from the firm of Wait, Greene & Company of Hagamans Mills and came to Amsterdam where he started a carpet factory in a small building where now stands the Greene Knitting Company works. A few years later John Sanford acquired an interest in the business, which then removed to the old Harris mill further up the stream. Later Mr. Greene retired from the business and the firm thereafter became known as J. Sanford & Son. In 1853 the senior member retired and Stephen Sanford became sole proprietor. Later on the firm became S. Sanford & Sons and the Sanfords soon built up one of the largest carpet manufactories in the country. Several other carpet making establishments followed.

In 1912, in Amsterdam, 4,100 persons were employed in the manufacture of carpents and rugs. Later figures are not available.

In 1840 the first Yale locks were made at Newport, Herkimer County. As the industry did not continue there it is not given space in this chapter.

1840—Threshing machine invented and its manufacture begun by George Westinghouse, Sr., at Central Bridge, in Scho-

harie County. Westinghouse had his first machine shop in the Township of Florida, Montgomery County. He later removed to Central Bridge, where his business increased to such an extent that he moved his factory to Schenectady in 1856. The manufacture of threshers was an important business there for many years. The Westinghouse shop was on the site of the International General Electric Company office in Schenectady.

1845—The Schenectady Locomotive Works. (American Locomotive Company.)

About 1845 Schenectady became interested in the manufacture of locomotives. Some enterprising citizens, among them Hon. Daniel D. Campbell, Simon C. Groot and others, conceived the idea of here erecting locomotive works. Associated with the incorporators was John Ellis, "one of the shrewdest, ablest, hard-headed, Scotchmen and skillful mechanics the state has ever known." The Norris brothers of Philadelphia, about as eminent locomotive builders as lived in the land, came to take control of the little plant. The Norrises started well, but for some reason, made a bad failure in the end. The stockholders took charge in 1850. A disagreement occurred, in fact grew chronic among the shareholders. Ellis (the original practical man of the company) had the strength of his convictions and, when disputes arose, would not give way. He was the only real mechanic of the outfit and believed he understood his business. The stockholders endeavored to get rid of him but with true Scottish tenacity he stuck to the works. Walter McQueen was associated with Ellis, and McQueen was a grand mechanic, understanding every phase of the business. The McQueen engine soon became known all over the United States. One of them, purchased by the government, rolled into Fairfax Court House, one fine afternoon in the fall of 1862, when the 134th was lying there drilling for the awful experience they were to undergo. The Schenectady men recognized an old friend and, swarming about it, patted it like a horse and would have hugged it if they could. The genius of McQueen and the business ability of Ellis were building up an immense plant, soon to rival the Baldwins of Philadelphia and the Rogers of Paterson.

(See the chapter on the American Locomotive Company at Schenectady.

1858-59—Webster Wagner invents the Wagner Sleeping Car and elevated car roof with ventilators.

Palatine Bridge was the home of Webster Wagner (1817-1882), a prominent railroad man of the mid-nineteenth century.

Mr. Wagner manufactured one of the first practicable sleeping cars made in Amreica. In 1858 Mr. Wagner formed a company and four cars were produced, which began running over the New York Central railroad, September 1, 1858. Finding the cars' occupants suffered from defective and insufficient ventilation, Mr. Wagner in 1859, invented the elevated car roof, placing ventilators in the elevation. This invention which has worked so much for the benefit and comfort of the traveling public, has had a general and world-wide adoption. In 1867 Wagner produced the first drawing room coach or palace car. Pullman introduced a similar type in Europe and about 1890 the two companies producing the Wagner and Pullman cars were merged into one concern under the name of the Pullman Palace Car Company.

1859—Arkell & Smiths sack factory at Canajoharie.

The history of sack making and printing at Canajoharie is interesting. Mr. James Arkell was raised on his father's farm east of Canajoharie. He was a ready writer and frequently contributed to the Canajoharie Radii, conducted by Levi Backus, a deaf mute. Later Mr. Arkell purchased, conducted and edited the Radii. About 1859, James Arkell made the first cotton bags and had them printed in the Radii office. He interested others and the firm of Arkell & Smith was formed. The business was confronted with failure during the Civil war, because of the scarcity of cotton. James Arkell then introduced the paper sack. He had great difficulty in getting the trade to adopt it but eventually succeeded. The company occupies large modern factories in Canajoharie and turns out bags by the most modern engraving, printing and color processes. Stretchable paper bags form one of Senator Arkell's inventions. (See biography of Senator James Arkell in the Biographical Section.)

1869-1870—Dairy machinery manufacture begun at Little Falls.

David H. Burrell began the sale of dairy supplies in Little Falls in 1869. About 1870 he commenced the manufacture of certain dairy articles and this business has grown until it is now the largest factory producing dairy machinery in the world. It is conducted under the name D. H. Burrell & Co. See "Chapter 125—The City of Little Falls."

1869—Westinghouse air brake perfected at Schenectady.

The Westinghouse Company located in 1856 at Schenectady. Here George Westinghouse, Jr., created and perfected the Westinghouse airbrake, patenting it in 1869. For some reason, the elder Westinghouse considered his son's airbrake impracticable

THE FIRST PRACTICAL TYPEWRITER

Model No. 1 Remington, made in the Ilion Remington works in 1874 after models furnished by Christopher Latham Sholes, the inventor, of Milwaukee, Wisconsin.

and would not back it. Being unable to secure other aid, George Westinghouse, Jr., went to the Pennsylvania Railroad, which adopted his invention, after which he located his factory in Pittsburgh.

George Westinghouse, Jr., also invented devices for high tension electrical transmission. He established the Westinghouse Company.

1873—Remington Typewriter Model No. 1 made at Ilion.

In 1873 the Remington works at Ilion made the first practicable commercial typewriter from the model invented by Christopher Latham Sholes of Milwaukee, Wis. Since 1714, many "typewriters" have been made but the Remington Model 1 was the first commercially successful typewriter and thus, in 1873, one of the greatest inventions of the age, was perfected at Ilion in the Mohawk Valley. See "Chapter 128—Ilion."

James P. Lee designed the first military rifle with the bolt type cartridge chamber, the parent of the military rifle of today. The model was made at Ilion and tools and machinery made there for its manufacture in quantities. It afterwards became the basis for the British army rifle, the Lee-Metford and the Lee-Enfield, which were made here in Ilion in vast quantities for England during the World war, as well as for use in the American Expeditionary Force in France (1917-1918).

The Remington double-barreled breech-loading shotgun was here developed as well as a hammerless breech-loading pistol and a magazine pistol and a magazine pump rifle. Vernier and wind gauge sights, attached to any rifle, were here manufactured.

The Remingtons' activities covered too wide a field, with adequate financial returns along but a few lines. The period from 1878 to 1882 was one of financial embarrassment for the firm. and their interests finally got into other hands.

For a full account of the first Remington typewriter and the varied inventions and machines perfected in the Remington works see the Chapter on Ilion.

1874—Dolgeville felt manufacturing established.

In 1874, Alfred Dolge, a young German who was engaged in the importing of piano material in New York, and who also had started the domestic manufacture of piano felt in Brooklyn, came up to Dolgeville, prospecting for spruce wood, which is used in the manufacture of piano sounding boards. He purchased the tannery property and, in April, 1875, began his manufacturing operations, which later developed into the largest of their kind in the

United States and included (1893) felt mills, felt shoe factories, factories for piano cases, piano sounding boards, piano hammers and lumber yards. Alfred Dolge subsequently failed and removed to California, where he founded another Dolgeville. His industries in Dolgeville (Herkimer and Fulton counties) have been continued by others and the felt shoe industry is now the largest of its kind in New York state. (See the chapter on Dolgeville.)

In 1912, in Dolgeville, 713 persons were engaged in the manufacture of felt articles and in Oriskany, 120, making a total for the felt industry of the Valley of 833 employes. Later figures are not available.

1878—Rome brass industry. 1887—Rome copper industry.

In 1878 the manufacture of brass began at Rome and in 1887 the manufacture of copper began there. These are among the largest of the Valley industries. In 1912, in the Rome brass works, 1,800 employes were engaged; in Rome copper works, there were 600 hands employed.

1886—Desk manufacture at Herkimer.

In 1886 a factory at Herkimer started the manufacture of Typewriter cabinets for the Remington Typewriter Co., of Ilion. This has developed into the largest desk factory in the world and other desk factories have also started in Herkimer.

1886—The General Electric Company comes to Schenectady.

In 1886 there came a corporation to Schenectady which was destined to make it the chief electrical manufacturing center of the world. The Jones Car Works of Green Island had come to Schenectady (in 1872) and had established a plant on the present site of the General Electric Company. It failed (in 1884) and went into the hands of a receiver. Under the direction of the court, its real estate was offered for sale. Hon. John A. DeRemer, the receiver, obtained an order from the court for the sale of the property for $45,000. The attention of the Edison Machine Works of Georck Street, New York City, was attracted to it and negotiations were entered into. The company, then by no means a large corporation, examined the situation and was struck by its advantages. Its directors discovered that they could not get in New York what they needed. Here then were railroad and canal connections, with all points of the compass at the door of their shops, and opportunities for experimental work along the bank of the canal were unequalled anywhere. But they would give but $37,000 for the whole outfit. The citizens took hold of the matter and private and personal subscription soon made up the $45,000. The original industry grew, daily increasing its output

enormously and bringing work and workmen to the town. A connection was formed with the Thomson-Houston Co., with large plants in Lynn, Mass., and Orange, N. J. The works doubled in size and business. Like all factory towns a great number of cheap saloons sprang up on Kruesi Avenue, leading to the General Electric Works. The General Electric Company established its own restaurant in its works and desired to close up this street of saloons, besides which the company needed the land for the enlargement of its own works.

In 1899 the citizens of Schenectady raised $30,000 by subscription, the street was purchased and given to the General Electric Company, the gift guarded only by the promise that if the plant removed from Schenectady, the property was to revert to the subscribers to the fund. The corporation soon showed its appreciation of this generosity of the people by a subscription of $15,000 to the local public library and by many later public benefactions.

In 1897, the General Electric Company did a business of $11,170,319; in 1901, of $27,969,541. Sixty per cent of this business was done at Schenectady. In 1901, the employes of the company at Schenectady numbered 7,651, with a pay roll of $100,000 per week.

In 1912, in the General Electric Company's works at Schenectady, 17,000 persons were employed.

The General Electric Works of Schenectady in 1924 employed more operatives than any other manufacturing enterprise in New York State. The highest number employed in any year up to this date has been 26,000. It is the largest electric works in the world and one of the country's largest industries.

The Edison Electric Company was formed in 1878 and, prior to its removal to Schenectady, in 1886, was located on Goerck Street, New York City. In 1889, this company was merged into the Edison General Electric Company, which in 1892, was consolidated with the Thomson-Houston Electric Company of Lynn, Mass., the new organization being known as the General Electric Company, the growth of which, especially after 1900, was very rapid. The General Electric Company has now (1921) at Schenectady, 301 buildings with 523 acres of ground and 21 miles of standard gauge and 11 miles of narrow gauge electric railroad tracks. It has (1921) 128 acres of factory floor space.

In 1922 the General Electric Company had factories in 42 cities of America in which 71,000 people were employed. The manufactured product was $30,000,000 in 1892 and $230,000,000

in 1922. The export product of these factories is handled by the International General Electric Company.

When the Edison Company located here it was not a large concern but, with the growth of electrical industry, its development was remarkable. Since 1886 the growth of Schenectady has been coincidental with that of the "G. E."

Artificial lightning was produced in 1922 in the G. E. laboratories by Steinmetz. The G. E. is a (1924) center of radio apparatus manufacture and one of America's chief broadcasting stations, "W. G. Y., established 1922.

See the chapter on the General Electric Company.

The woodworking establishments of Herkimer, including desks, house and office furniture, and wood trim, employed 1,202 hands in 1912.

1891—Beech-Nut Packing Company, at Canajoharie.

The model food packing factory of the world is the Beech-Nut Packing Company of Canajoharie referred to above. This great business had its inception in a project of Raymond P. Lipe, a young man of Canajoharie, to establish a ham curing factory. Lipe and John D. Zielley began the business in a small way in 1891. Mr. W. H. Lipe and Mr. Bartlett Arkell later came into the organization.

The company's original name was the Imperial Packing Co. Later the name was changed and the happy selection of the name Beech-Nut was made.

Mr. Bartlett Arkell is now president of the Beech-Nut Packing Co. and Mr. Frank D. Barbour of Canajoharie is its resident manager. The company occupies large model factories in full view of the New York Central Railroad. This, combined with its output, and its progressive advertising, has made the Beech-Nut Packing Co. one of the best known manufacturing organizations in America. A wide range of food delicacies, hard candies, mints, etc., are produced here. Visitors to the Beech-Nut plant are cordially welcomed and guides are always at hand to escort them through the works. The Beech-Nut Cottage is in Palatine Bridge, on the Mohawk Turnpike, here called Grand Street. Hundreds of thousands of tourists pass this point and many of them stop for a "snack" of Beech-Nut dainties, at the pretty little Cottage by the Turnpike. The Beech-Nut Company and its products have made not only the Beech-Nut Company, but Canajoharie as well nationally famous.

About 200 of the 800 employes of the Beech-Nut plant come daily back and forth three miles from Fort Plain, being carried

in the large Beech-Nut buses. This has done much to unite the two towns of Fort Plain and Canajoharie in a community of interests.

The Beech-Nut Packing Company has five factories—at Canajoharie, N. Y., Rochester, N. Y., Brooklyn, N. Y., Hamilton, Ont., and San Jose, Cal. The Canajoharie factory is the chief one and the official center of the business.

1891—Charles B. Knox Gelatine Co., Inc., at Johnstown.

In 1891 Charles B. Knox was a recently married young salesman on the road for a knit goods house. Mr. Knox was ambitious and desirous of operating a business of his own. Discovering an unoccupied factory building in Johnstown, young Mr. and Mrs. Knox combined their small savings, purchased the place and began the manufacture of gelatine. The business prospered, aided largely by Mr. Knox's active advertising efforts. Mrs. Knox had always been actively associated with her husband in the business and, on his death, she assumed charge of the organization. She published a famous cook book, showing the food and dessert uses of gelatine and became widely known as one of America's leading authorities on gelatine as a food and on its processes of manufacture. Mrs. Knox built a model factory at Johnstown, now exclusively used for business and packing and shipping purposes as the gelatine is manufactured in Jersey City. Mrs. Rose M. Knox is now president of the Charles B. Knox Gelatine Co., Inc., with her son, Mr. James E. Knox, as vice president. The Knox Gelatine package and Mrs. Knox's dessert book have done much to make Johnstown known the country over. (See biography of Mrs. Rose M. Knox in Biographical Section.)

1895—Bicycle manufacturing started in Little Falls.

In 1895 Homer P. Snyder began the manufacture of bicycles at Little Falls. The H. P. Snyder Mfg. Co., is now the largest factory making bicycles in America.

The wood manufacturers of the Mohawk Valley, including the above and other branches, constitute one of the largest industries of the six valley counties. About 2,500 persons were engaged in the wood manufactures in these counties (1912), principally in Herkimer, Oneida and Montgomery, in the order named. Herkimer was the center of this industry and Herkimer County employed nearly four-fifths of the operatives in valley wood manufactures, principally at Herkimer, Little Falls, and Ilion.

Metal manufactures and iron founding employed several thousand people in the Mohawk Valley in 1912, in many widely

varying industries, including the making of metal beds and heating apparatus, at Utica, Whitesboro and Rome.

Clothing, millinery, etc., manufactures, in 1912, employed over 1,700 persons in the six Mohawk valley counties, 1,600 of whom were operatives in Utica industries of this character.

Silk manufactures and silk throwing and winding employed, in 1912, over 1,500 persons in the six Mohawk Valley counties.

Food packing and the manufacture of canned goods are important items of Mohawk Valley manufacture. Canajoharie, Rome and Clinton are the chief Valley food packing and canning centers.

Broom factories, in 1912, in the six Mohawk Valley counties employed over 900 operatives. Broom corn growing was at one time an important feature of valley agriculture, but has been entirely discontinued for about twenty years. Broom making machinery and broom appliances are also made in the valley. Amsterdam was the center of Mohawk Valley broom making, over 800 hands being there employed in 1912.

It is impossible to secure later figures than those of 1912 regarding the industries of the Mohawk Valley, inasmuch as the U. S. Census does not itemize industries in towns of less than 10,000 population. The 1912 figures were obtained from the New York State Industrial Directory published by the State Department of Labor. This excellent publication has since been discontinued.

CHAPTER 103.

MOHAWK VALLEY MANUFACTURING STATISTICS.

Industrially the narrow confines of the Mohawk Valley house some of the country's most important manufactures. In the six Mohawk Valley counties, in 1920, there were 1,350 factories, with 87,000 employes, with knit goods, electrical apparatus, leather gloves, white goods, rugs and carpets the leading industries, in the order named. In the World war much of the valley's manufacturing power was devoted to the production of war supplies.

The valley's contribution to America's list of inventions is a notable one. It embraces the threshing machine, the Yale Lock, sleeping and palace cars, the air brake, firearms, electrical devices and the construction of the first commercially practicable typewriter.

Roger Babson, the business and financial expert, has prophesied that the Mohawk Valley will eventually become the greatest manufacturing district in the United States. Whether that be so or not the valley of today forms one of the chief American manufacturing sections as the following 1920 United States census statistics for the chief towns of the six Mohawk Valley counties plainly indicate.

The following figures regarding Mohawk Valley industries are taken from the U. S. Census of 1920. About one-tenth of these totals are estimated. The balance is taken from the census figures given for the nine valley towns having a 1920 population of over 10,000, as follows: Schenectady, Amsterdam, Johnstown, Gloversville, Little Falls, Herkimer, Ilion, Utica and Rome. These cities were estimated to contain 350,000 of the estimated 1925 Mohawk Valley population of 500,000. In addition there were the smaller industrial communities of Fonda-Fultonville, Canajoharie, Fort Plain, St. Johnsville, Dolgeville, Mohawk, Frankfort, Whitesboro, Oriskany, Camden, Boonville, Clinton, Sherrill, Cobleskill and others comprising in all about or over 10 per cent of the industries contained in the larger valley manufacturing centers. By estimating the manufacturing statistics of these smaller communities as a total of ten per cent of the total of the cities and adding the same to the city totals the following 1920 Mohawk Valley manufacturing statistics totals were obtained:

Total Mohawk Valley factories, 1,350; employes, 87,000; horsepower, 248,000; capital, $350,000,000; annual value manufactured output, $415,000,000; annual wages, $115,000,000.

The industrial and manufacturing statistics by towns are as follows:

SCHENECTADY. Factories, 131; employes, 21,062; horse power, 114,102; capital, $102,121,000; annual value manufactures, $106,531,000. The chief manufactures were electrical apparatus and locomotives, paper goods, wood products, printing, engraving, etc. (See Schenectady chapter for detailed list of the city's manufactures).

AMSTERDAM. Factories, 117; employes, 11,497; horse power, 19,299; capital, $40,449,000; annual value manufactures, $52,851,000.

Amsterdam's principal manufactures are rugs, carpets, knit goods, brooms, silk gloves, wool yarn, pearl buttons, box board and paper boxes, linseed oil and machinery.

Amsterdam is the second city in the manufacture of rugs in the United States and the first American broom-making city.

JOHNSTOWN. Factories, 112; employes, 3,209; horse power, 4,241; capital, $11,554,000; annual value manufactures, $17,503,000.

Glove and leather manufacture are Johnstown's principal industries. Gelatine is packed and distributed from here.

GLOVERSVILLE. Factories, 206; employes, 6,704; horse power, 6,331; capital, $27,616,000; annual value manufactures, $39,000,000. Glove manufacture is the principal industry, but the city is gradually developing a more varied line of industrial production. Gloversville and Johnstown make 85 per cent of the gloves made in America. See Gloversville City chapter.

LITTLE FALLS. Factories, 51; employes, 3,688; horse power, 8,730; capital, $12,000,000; annual value manufactures, $25,000,000. The chief manufactures are: knit goods, leather, bicycles, dairy machinery, incubators, cotton yarn, batting, book cases, felt shoes, dairy preparations, and butter color, upholstery fibre, knit goods machinery. Largest calfskin finishing works in United States, and here are the largest tissue paper, bicycle and hammer works in the world. See Little Falls City chapter.

HERKIMER. Factories, 34; employes, 1,472; horsepower, 3,546; capital, $4,133,000; annual value manufactures, $4,000,000. Herkimer is the largest desk manufacturing center in United States. Knit goods (underwear), furniture, air rifles, book cases, paper fibre, gloves, nut picks, nut crackers made here.

ILION. Factories, 14; employes, 6,004; horse power, 9,191; capital, $17,759,000; annual value manufactures, $13,700,000. Ilion's chief manufactures are: typewriters, cash registers, rifles, ammunition, steel office, filing, show case and store fixtures. See Ilion chapter.

UTICA. Factories, 370; employes, 18,564; horse power, 40,419; capital $67,255,000; annual value manufactures, $78,000,000. Utica is the chief textile center of the United States. Utica's chief manufactures are: white goods (cotton cloth), cotton yarn, cloth and worsteds, heating furnaces, metal furniture, firearms, locomotive repairing, machinery, brass goods, automobile and wheel rims, springs, metal goods, cutlery, engines, clothing, food products, cigars, printing, paper goods, woodworking, furniture, pearl buttons, knit goods, caps, fire apparatus, fire alarms, paper, fishing rods, fishing tackle, organs, luggage, street sweepers, germicides, radiators, etc. See Utica City chapter.

ROME. Factories, 71; employes, 5,038; horse power, 17,874; capital, $25,805,000; annual value manufactures, $35,000,000.

Rome's chief industries are: Copper and brass products, knit goods, bar iron, metal beds, canned fruits and vegetables, locomotive repairing, house trim, plastic fire brick, soap, toys, fishing tackle, sporting goods, harness.

Rome is one of the leading copper and brass manufacturing centers of the United States. One-tenth of the copper manufactures of the country are made at Rome. See Rome City chapter.

The industries of the Mohawk Valley villages are often nationally important. Of the Mohawk River towns Fonda and Fultonville manufacture knit glove linings, silk cloth, hosiery, brooms and mop wringers. Canajoharie has a nationally famous food packing establishment and a large sack making and printing works. Fort Plain manufactures knit goods, furniture, metal printing, hose bands, and silk. St. Johnsville makes threshing machines, felt shoes, piano players, and records and knit goods. Dolgeville manufactures felt shoes and slippers, leather shoes, piano backs and sounding boards. Mohawk makes nationally advertised knit goods. Frankfort manufactures hoes, forks, chucks, castings and road building machinery. Yorkville makes pliers. Whitesboro makes knit goods, furniture and heaters. Oriskany manufactures iron castings and paper maker's felt. New Hartford makes knit goods, emblems, etc. Clinton puts up canned goods and makes metallic paint from the iron ore which has been mined there for a century. Sherrill is a manufacturing point of the Oneida Community. Cobleskill is Schoharie County's only manufacturing center.

CHAPTER 104.

MOHAWK VALLEY AGRICULTURE.

FARM STATISTICS OF THE SIX MOHAWK VALLEY COUNTIES OF SCHENECTADY, SCHOHARIE, MONTGOMERY, FULTON, HERKIMER AND ONEIDA IN 1919 AND 1909—DEVELOPMENT OF THE DAIRYING INDUSTRY—TOPOGRAPHICAL, AGRICULTURAL AND CLIMATIC DETAILS OF THE SIX VALLEY COUNTIES.

In 1920 there were 193,195 farms in New York State as against 215,597 in 1910. The land in farms had declined from 22,030,367 acres in 1910 to 20,632,803 acres in 1920. In 1910 there were 14,844,039 acres of improved farm land in the state and in 1920 this had declined to 13,158,781 acres. The farm woodland covered 4,436,145 acres in 1910 and 4,160,567 acres in 1920. The average farm acreage increased from 102.2 acres in 1910 to 106.8 acres in 1920. The average value of farms increased from $6,732 in 1910 to $9,879 in 1920. The total value of all farm property in the State of New York increased from $1,451,481,495 in 1910 to $1,908,483,201 in 1920. (All the foregoing and the following are from the United States Census of 1920.)

The value of all New York State farm crops was $417,046,-864 in 1919 against $190,002,693 in 1909.

The total number of farms in the six Mohawk Valley counties in 1919 was 16,644, as against 18,454 in 1909. There were 16,644 Mohawk Valley farmers in 1919, of whom 645 were women.

The number of 1919 farms in the six Mohawk Valley counties follows: Schenectady, 983; Schoharie, 2,791; Montgomery, 2,015; Fulton, 1,773; Herkimer, 2,849; Oneida, 6,233.

The total farm acreage of the Mohawk Valley in 1919 was 1,816,589 acres, divided among the Mohawk Valley counties as follows: Schenectady, 102,542; Schoharie, 344,841; Montgomery, 227,035; Fulton, 196,260; Herkimer, 334,277; Oneida, 611,-634.

In 1919 the total value of all farm property in the six Mohawk Valley counties was $133,158,641, divided as follows: Schenectady, $8,652,919; Schoharie, $19,141,641; Montgomery, $19,-067,537; Fulton, $8,169,173; Herkimer, $26,965,939; Oneida, $51,160,432.

In 1919 the total value of all crops in the six Mohawk Valley counties was $28,987,644, divided as follows: Schenectady, $1,682,247; Schoharie, $4,995,796; Montgomery, $4,712,742; Fulton, $2,003,265; Herkimer, $5,073,254; Oneida, $10,520,340. Oneida County stood twelfth, among the sixty-two counties of the state, in the value of its farm products.

In 1919, there was a total of 2,081,074 dairy cattle in the State of New York, with an average production of milk, per cow, of 502 gallons.

In 1919, there were 216,412 dairy cows in the six Mohawk Valley counties, as follows: Oneida, 82,505; Herkimer, 48,830; Montgomery, 28,089; Fulton, 12,842; Schenectady, 7,014; Schoharie, 37,132.

In 1919, there were 675,923,730 gallons of milk produced in New York State, of which 573,161,952 gallons of milk were sold for $174,155,050.

In 1919, in the six Mohawk Valley counties, there was a total production of milk of 74,211,047 gallons, considerably more than ten per cent. of that produced in the state. The Mohawk Valley production of milk, by counties, was: Oneida, 27,520,640; Herkimer, 16,774,069; Montgomery, 11,280,014; Fulton, 3,467,821; Schenectady, 2,430,097; Schoharie, 12,738,406.

The total amount of milk sold in the six Mohawk Valley counties, in 1919, was 55,794,681 gallons, divided as follows, by counties: Oneida, 26,310,446; Herkimer, 15,186,537; Montgomery, 9,912,741; Fulton, 2,229,328; Schenectady, 1,493,499; Schoharie, 10,662,130.

The total value of dairy products of the six Mohawk Valley counties amounted to $19,847,243, as compared with a New York State production of $179,695,810. The Mohawk Valley milk output was thus more than one-tenth that of the state. Dairy products value by counties: Oneida, $7,521,230; Herkimer, $4,534,-102; Montgomery, $2,782,897; Fulton, $826,658; Schenectady, $570,704; Schoharie, $3,611,652.

The 1919 Mohawk Valley hay crop was 915,981 tons, compared with a 1919 State crop of 9,728,317 tons. By Valley counties, in tons: Oneida, 371,922; Herkimer, 107,699; Montgomery, 176,428; Fulton, 60,898; Schenectady, 43,427; Schoharie, 155,587.

The 1919 oats crop in the Mohawk Valley was 1,932,326 bushels, as compared with a State crop of 21,595,461, and divided, by counties, as follows: Oneida, 526,456; Herkimer, 307,774; Mont-

Map showing the ten climatic divisions of the State of New York: Long Island Coast, Hudson Valley, Mohawk Valley, Northern Plateau (Adirondack Mountains), Eastern Plateau (including Catskills), Great Lakes, St. Lawrence Valley, Champlain Valley, Central Lakes (including Finger Lakes), Western Plateau. Of the six Mohawk Valley counties, Montgomery, Fulton, Herkimer and Oneida are located in the Mohawk Valley division, while Schenectady lies in the Hudson Valley division and Schoharie in the Eastern Plateau division. Map from the Agricultural Manual of New York State.

gomery, 403,406; Fulton, 179,640; Schenectady, 163,743; Schoharie, 351,307.

The total 1919 crop of buckwheat, in the six Mohawk Valley counties, amounted to 433,482 bushels, compared with a State production of 3,901,481 bushels. By Valley counties: Oneida, 30,593; Herkimer, 22,279; Montgomery, 95,871; Fulton, 32,326; Schenectady, 66,353; Schoharie, 186,060.

The total production of corn in the six Mohawk Valley counties in 1919, was 747,324 bushels out of a total State production of 55,434,453 bushels. Corn production by Valley counties: Oneida, 179,999; Herkimer, 96,917; Montgomery, 189,064; Fulton, 72,012; Schenectady, 64,241; Schoharie, 145,091. Montgomery County was the leader in corn raising among the Valley counties.

The total number of horses, in the six Mohawk Valley counties, in 1919, was 43,732, compared with a State horse population of 536,171. By counties: Oneida, 15,113; Herkimer, 7,905; Montgomery, 6,940; Fulton, 3,640; Schenectady, 2,820; Schoharie, 7,314.

In 1919, the number of swine in the Mohawk Valley was 47,187, compared with 600,560 in the State. Swine by counties: Oneida, 19,055; Herkimer, 7,407; Montgomery, 6,766; Fulton, 3,808; Schenectady, 2,659; Schoharie, 7,542.

In 1919, the Mohawk Valley counties had 15,284 sheep, compared with 578,726 in the State. By counties: Oneida, 3,808; Herkimer, 1,460; Montgomery, 1,624; Fulton, 825; Schenectady, 1,746; Schoharie, 5,821.

In 1919, chickens numbered 790,049 in the Mohawk Valley counties, as compared with 10,414,600 in the State. Chickens by counties: Oneida, 263,983; Herkimer, 125,989; Montgomery, 117,895; Fulton, 60,191; Schenectady, 54,183; Schoharie, 167,908.

Hives of bees, in 1919, numbered 15,031 in the six Mohawk Valley counties, as compared with 127,858 in the State. Hives of bees by counties: Oneida, 1,559; Herkimer, 651; Montgomery, 3,286; Fulton, 2,107; Schenectady, 919; Schoharie, 6,509.

The 1919 crop of orchard fruits in the six Mohawk Valley counties amounted to 372,536 bushels, as compared with a State crop of 17,887,006. Orchard fruits by counties: Oneida, 131,685 bushels; Herkimer, 34,154; Montgomery, 26,721; Fulton, 4,316; Schenectady, 21,998; Schoharie, 153,662.

The Mohawk Valley 1919 apple crop was 341,661 bushels, as compared with a State crop of 14,350,317. The 1919 Valley apple

crop by counties: Oneida, 126,528 bushels; Herkimer, 32,130; Montgomery, 21,851; Fulton, 4,158; Schenectady, 15,759; Schoharie, 141,235.

The 1919 Mohawk Valley production of honey was 446,185 pounds, as compared with a State output of 3,223,329, showing that the Valley was an important bee-raising section. Valley honey, pounds production by counties: Oneida, 24,678; Herkimer, 59,532; Montgomery, 146,388; Fulton, 11,657; Schenectady, 29,782; Schoharie, 173,148. In total pounds production, Schoharie leads, while Montgomery is the greatest honey producing county considering its area.

In 1919 the Mohawk Valley counties produced 33,472 pounds of maple sugar, compared with a State output of 2,012,932 pounds. Valley maple sugar pounds production by counties: Oneida, 3,712; Herkimer, 2,950; Montgomery, 56; Fulton, 1,669; Schenectady, none; Schoharie, 25,085.

The 1919 maple syrup production in the Mohawk Valley was 49,081 gallons, as compared with 1,080,505 gallons produced in the State. Maple syrup gallons production by Valley counties: Oneida, 14,940; Herkimer, 8,432; Montgomery, 1,786; Fulton, 5,410; Schenectady, 223; Schoharie, 18,290.

The wool clip of the Mohawk Valley in 1919 amounted to 87,245 pounds, as compared with a State clip of 3,004,650 pounds, valued at $1,781,252. The 1919 Valley wool clip by pounds by counties: Oneida, 25,020; Herkimer, 7,812; Montgomery, 9,208; Fulton, 3,872; Schenectady, 11,047; Schoharie, 33,286.

Recapitulation by Mohawk Valley counties:

ONEIDA: Farms, 6,233; farm acreage, 611,634; value farm property, $51,160,432; total value all crops, $10,520,340; dairy cows, 82,505; gallons milk produced, 27,520,640; gallons milk sold, 26,310,446; value dairy products, $1,396,022; hay crop, 371,922 tons; oats, 526,456 bu.; buckwheat, 30,593 bu.; corn, 179,999 bu.; horses, 15,113; sheep, 3,808; chickens, 263,983; hives bees, 1,559; orchard fruits, 131,685 bu.; apples, 126,528 bu.; honey, 24,678 pounds; maple sugar, 3,712 pounds; maple syrup, 14,940 gal.; wool clip, 25,020 pounds.

HERKIMER: Farms, 2,849; farm acreage, 334,277; total value farm property, $26,965,939; total value all crops, $5,073,-254; dairy cows, 48,830; milk produced, 16,774,069 gals.; milk sold, 15,186,537; total value all dairy products, $4,534,102; hay, 107,699 tons; oats, 307,774 bu.; buckwheat, 22,279 bu.; corn, 96,-917 bu.; horses, 7,905; swine, 7,407; sheep, 1,460; chickens, 125,-989; hives bees, 651; orchard fruits, 34,154 bu.; apples, 32,130

bu.; honey, 59,532 lbs.; maple sugar, 2,950 lbs.; maple syrup, 8,432 gals.; wool clip, 7,812 lbs.

MONTGOMERY: Farms, 2,015; farm acreage, 227,035; total value farm property, $19,067,537; total value all crops, $4,712,742; dairy cows, 28,089; total milk production, 11,280,014 gals.; total amount milk sold, 9,912,741 gals.; value all dairy products, $2,782,897; hay, 176,428 tons; oats, 403,406 bu.; buckwheat, 95,871 bu.; corn, 189,064 bu.; horses, 6,766; sheep, 1,624; chickens, 117,895; hives of bees, 3,286; crop orchard fruits, 26,-721 bu.; apples, 21,851 bu.; honey, 146,388 lbs.; maple sugar, 56 lbs.; maple syrup, 1,786 gals.; wool clip, 9,208 lbs.

FULTON: Farms, 1,773; farm acreage, 196,260; total value farm property, $8,169,173; total value crops, $2,003,265; dairy cows, 12,842; milk produced, 3,467,821 gals.; milk sold, 2,229 328 gals.; total value dairy products, $826,658; hay, 60,898 tons; oats, 179,640 bu.; buckwheat, 32,326 bu.; corn, 72,012 bu.; horses, 3,640; swine, 3,808; sheep, 825; chickens, 60,191; hives bees, 2,107; orchard fruits, 4,316 bu.; applies, 4,158 bu.; honey, 11,657 lbs.; maple sugar, 1,669 lbs.; maple syrup, 5,410 gals.; wool clip, 3,872 lbs.

SCHENECTADY: Farms, 983; farm acreage, 102,542; total value farm property, $8,652,919; total value all farm crops, $2,003,265; dairy cows, 7,014; total milk produced, 2,430,097 gals.; total amount milk sold, 1,493,499; total value dairy products, $570,704; hay, 43,427 tons; oats, 163,743 bu.; buckwheat, 66,353 bu.; corn, 64,241 bu.; horses, 2,820; swine, 2,659; sheep, 1,746; chickens, 54,183; hives bees, 919; orchard fruits, 21,998 bu.; apples, 15,759 bu.; honey, 29,782 lbs; maple sugar, none; maple syrup, 223 gals.; wool clip, 11,047 lbs.

SCHOHARIE: Farms, 2,791; farm acreage, 344,841; total value farm property, $19,141,641; total value all farm crops, $4,995,796; dairy cows, 37,132; total milk produced, 12,738,406 gals.; total milk sold, 10,662,130 gals.; total value dairy products, $3,611,652; hay, 155,587 tons.; oats, 351,307 bu.; buckwheat, 186,060 bu.; corn, 145,091 bu.; horses, 7,314; swine, 7,542; sheep, 5,821; chickens, 167,908; hives bees, 6,509; orchard fruit, 153,-662 bu.; apples, 141,235 bu.; honey, 173,148 lbs.; maple sugar, 25,085 lbs.; maple syrup, 18,290 gals.; wool clip, 33,286 lbs.

Mohawk Valley farms and farm buildings make a splendid showing and the region is one of the most fertile, productive and picturesque in New York State, whose farms are noted for all these qualities. The Mohawk River flats form a belt, which is among the most fertile regions in all the earth. The farms of the

Mohawk flats and their adjoining slopes are particularly rich and productive and make a fine picture of agricultural prosperity to the thousands speeding daily over the New York Central Railroad and the Old Mohawk Turnpike. These pastoral attractions and the beautiful Mohawk River vistas, visible to the tourist, have done much to spread the name and fame of the Mohawk Valley far and wide. Mohawk Valley farm houses and farm buildings are generally large, well-built and substantial-looking, thus adding to the apparent and real agricultural importance of the region. This is particularly true of a belt, about ten miles wide, extending on and along the Mohawk River from Schenectady to Rome, where a few of the farm houses are of stone and a number of brick and many of the frame structures are large and substantial. Many of these Mohawk River farm houses are from one to two centuries old and a number are of historic interest and have been described in the historical chapters of this work.

In the Mohawk River agricultural belt (running for seventy miles from Schenectady to Frankfort and beyond) previously mentioned, many of these historic farmsteads are still in the hands of the American descendants of the original Holland Dutch, Palatine and British pioneers who located here in Colonial days.

The Mohawk Valley's agricultural importance is as a chief dairy section of New York State, as a producer of hay, oats, buckwheat and corn and a bee-raising and honey making section. The Mohawk Valley is, indeed, "a land flowing with milk and honey." The Hoffman bee frame, now in general use by apiarists all over the country, was invented by Julius Hoffman on his bee farm at Fort Plain, Montgomery County. All in all, the Mohawk Valley is a most important agricultural region of New York State.

If it were not for certain topographical and geographical features, the Valley would hold an even more prominent position in its standing among the chief agricultural sections of the state. The upper half of Herkimer and Fulton counties lie in the Adirondack region of forests and mountains, while a considerable part of Schoharie is covered by the rugged mountains and woods of the Catskills. In addition to this factor, Schenectady is the second smallest county in the state (outside of Greater New York), being second only to Rockland. Considering its size and arable area, the productivity of the Mohawk Valley is a noteworthy feature of New York State agriculture.

Milk is the greatest of all farm products in the Mohawk Valley.

There were 1,513,120 dairy cows in the state in 1919. The ag-

ricultural census is taken in the year previous to the population enumeration, hence the figures 1919 instead of 1920. The Census Bureau estimated a total milk production in New York State of 756,045,942 gals. in 1919 as against 783,479,286 gals. in 1909. Prior to 1890, a large part of the milk produced by New York State farmers went to the making of cheese. The increase of transportation facilities and the consequent development of express milk trains and the great demand occasioned by the enormous growth of the New York City metropolitan district made such a market for raw milk that today the Mohawk Valley farmer sells his milk to a nearby milk distributing company. The development of milk sales and distribution companies, combines and corporations is still in progress and while it is an interesting subject, the whole question still is so unsettled that it cannot find space in these pages.

The raising of blooded Holstein-Frisian cattle is a feature of Mohawk Valley farming and there are several important stock farms.

Local granges and farm bureaus give a solidarity to the Valley farming population and have done much to advance agricultural efficiency and increase social interests on the farms. The farmer is no longer isolated. Radio, telephone and automobile keep him in touch with the whole world.

The early Mohawk Valley farms were mainly devoted to the raising of wheat, with the chief wheat market of the country at Albany. The developments of the intervening years have gradually changed the farm production to one mainly of milk and the Mohawk Valley considering its size, is now one of the great dairy countries of America.

The Mohawk Valley, at one time furnished an enormous amount of butter and cheese for home and abroad. "Herkimer County Cheese" was famous and Little Falls was (1830-1900) the largest cheese market in the United States. In this country "store" or American cheese making for the market originated in Herkimer County near Little Falls, about 1800.

In 1916, the milk of 250,000 cows was used to supply New York City alone, the great majority of them being in New York State. The Mohawk Valley is one of the chief sources of milk supply for the metropolis.

As the valley is a great milk producing section and, as bees are largely raised along the Mohawk, the Mohawk Valley is indeed "a land flowing with milk and honey."

Utica supplanted Little Falls as the American cheese market

THA-YEN-DAK-HI-KE

Cliff over 200 feet above the river. Old Mohawk Turnpike is hidden by bed of Centrail Railroad at foot of cliff. Motor plowing a ten-acre lot on the fertile flats of Montgomery County Home farm.

THRESHING ALONG THE MOHAWK TURNPIKE

The threshing machine was invented by George Westinghouse, Senior, in the Mohawk Valley at Central Bridge, in 1840. Threshers have been manufactured at St. Johnsville since 1870. Photo by Emma Beach Parker, Deferiet.

about 1900, but now (1924) Northern New York has become the state's great cheese factory and Watertown since 1910 has supplanted Utica. The present great metropolitan demand for raw milk takes most of the valley supply. The Holstein-Friesian (black-and-white) cow is the favorite valley milch cow.

Although cheese was made north of Little Falls as early as 1800, cheese-making first became an important valley industry after the opening of the Erie Canal in 1825. Prior to that date the Mohawk Valley had been for years the greatest wheat granary of the nation, with Albany as the country's chief wheat market. The opening of the Erie, gave the wonderfully productive wheat farms of the Genesee Valley an easy route to the east. The Mohawk Valley farmers could not meet this competition in wheat raising and gradually turned to dairying and general farm crops. The Mohawk Valley flats are among the most fertile lands in the world. Their black soil has a depth of from five to fifteen feet. Mohawk Valley farms and homesteads stand high in American modern agriculture. They are generally well kept and equipped and farms, barns and houses make an unusually good and substantial appearance.

The Mohawk Valley farmers, on the southern watershed, raised hops from about 1850 until 1910. The valley hop crop waned long before the introduction of prohibition, due to the competition of the hop regions on the Pacific Coast.

Broom corn was also largely grown on the Mohawk flats in the middle Nineteenth Century. Mid-western competition proved too strong for the valley farmers who ceased growing the crop about 1880-1890. Nearly every town, at that time, had a number of small broom factories. In several cases these developed into large industries. Amsterdam, in 1925, was the largest broom making city in the United States.

At the present time, there is a considerable movement of western farmers into the fertile farmlands of the Mohawk Valley.

A very complete account of the development of the cheese-making and dairying industry in the Mohawk Valley may be found in the Author's "Old Fort Plain and the Middle Mohawk Valley", pp. 330 to 335.

The principal Mohawk Valley crops are hay, oats, corn, barley and buckwheat in the order named. There is considerable bee culture and fruit raising in the valley.

The following treats of the agricultural, soil and climatic conditions of the six Mohawk Valley counties of Schoharie, Schenectady, Montgomery, Fulton, Herkimer and Oneida. Much of this

matter is from the Agricultural Manual of the State of New York (1918) by courtesy of the Agricultural Division of the Department of Farms and Markets.

SCHOHARIE COUNTY is an interior county lying in the east central part of the state just south of the Mohawk Valley centrally distant thirty-five miles from Albany. It has an area of 410,880 acres, or 642 square miles; from north to south its average extent is 30 miles, and from east to west 23 miles. The population is 21,303, Census of 1920. The county seat is Schoharie Village.

Wheat and corn were among the first crops grown in Schoharie County. The production of grain was of great importance until the competition of the large grain-producing sections of the West made it unprofitable.

In the early part of the nineteenth century the growing of hops became one of the leading industries. During the last quarter-century the low prices, competition of the West, and plant diseases, have forced the growers to turn to diversified farming.

Dairying is the most important industry, the chief products being market milk and butter. Alfalfa grows readily, especially in the northern part.

A generation or two ago there was in the towns of Middleburgh and Fulton a highly developed broom-corn industry, which has since been abandoned. Within the last year or two, owing to the high prices of broom-corn, an effort has been made to reestablish the industry.

Climatological records for Schoharie County have been taken at Sharon Springs, at an elevation of 821 feet.

The average dates for the last killing frost in spring and the first in fall are May 7 and October 2, respectively, giving a growing season of 148 days.

The surface is an upland broken by mountains in the south, and by hills in the center and north. A northerly branch of the Catskill Mountains lies along the southern border, the highest summits of which are 3,000 feet above tide. From them irregular spurs extend northward through the greater part of the county. Many of the summits along the east and west borders are about 2,000 feet above tide. The high ridge along the east border and extending to Albany County, is known as the Helderberg Mountains. Limestone caverns are frequent, and the minerals which they afford are of particular interest to mineralogists. In the north the hills are generally rounded and are arable to their summits, but in the center and south the slopes are steep and often precipitous. The extreme northern part of the county is terraced

like the limestone region farther west. In many places the hills bordering the streams are 1,000 feet high and sometimes very steep. Schoharie River and its tributaries are the principal streams. Charlotte River, a branch of the Susquehanna, rises in the western part, and Catskill Creek in the southeast. The soil in the north is a productive silty loam and in the center and south it is a silty and sandy loam, the sand predominating on the southern hills. The alluvial flats along Schoharie River are among the most fertile lands in the state.

A belt of limestone crosses the northern part of the county, extending through a large part of the towns of Schoharie, Cobleskill, Seward, Sharon and Carlisle. It is in this particular locality where the alfalfa plant seems especially at home.

Farm lands vary in value according to location and improvements. The highest-priced land in the county is principally in the Schoharie Valley between Middleburg and Central Bridge, where it is valued at from $150 to $225 an acre. In the Cobleskill Valley, especially near the towns, farm land sells at from $75 to $150 an acre, while those in the vicinity of Seward and Sharon Springs sell at from $35 to $60 an acre. In the southern part of the county farm land can be bought for $8 to $20 an acre.

The Sharon Springs temperature records cover the period from 1913 to 1919. Average annual temperature 45.9 degrees; average annual rainfall, 39.18 inches; average annual snowfall, 73.8 inches.

SCHENECTADY COUNTY. Schenectady is the county seat of Schenectady County, which, outside of Greater New York City, is next to the smallest county (Rockland) in the state. It has an area of 132,000 acres. Population, 1910, 88,235; 1920, 109,363. Aside from Schenectady, the county is devoted to agriculture and dairying. It lies in the Mohawk and Hudson River watersheds.

Schenectady County's 1920 population, outside of the Schenectady city limits, was 20,640, much of it adjacent to the city.

Albany and Schenectady Counties hold a joint counties fair at Altamont, Albany County, in September.

The earliest records point to the raising of corn. Dairying became a prominent industry in very early times. The valley of the Mohawk was extensively devoted to the cultivation of broom corn for many years, producing in 1870 nearly half of the entire broom corn crop of the state.

The growth of Schenectady City has effected a complete change in the agriculture of the county. In order to supply the demand for milk a large number of farmers have changed from

general agriculture to dairying. Even within the last ten years, the town of Niskayuna has developed a profitable garden industry that now supplies, not only Schenectady, but also Albany, Troy, Cohoes, and Watervliet.

The surface consists of a valley and upland generally broken by ridges and isolated hills 200 to 350 feet above the river. The highlands are the northern continuation of the Helderberg and Schoharie Mountains. The greater part of the surface is covered with a thick deposit of drift, consisting principally of clay in the west and sand in the east—the former productive, but the latter of little value for tillage. The Mohawk River and Normans Kill are the principal streams, the valleys being generally bordered by steep slopes rising to a height of about 300 feet. The valleys are best adapted to tillage and the hills to pasturage.

MONTGOMERY COUNTY. Fonda is the county seat of Montgomery County, which takes its name from Gen. Richard Montgomery (1737-1775), the American general who fell in the disastrous American attack upon Quebec. The county was originally set off from Albany in 1772, with Johnstown as the county seat, and named Tryon, after the British governor. It embraced a great part of the state in 1783, when it was renamed Montgomery. In 1836 the county seat was moved to Fonda and in 1838 Fulton County was set off. It lies entirely in the Mohawk watershed. The towns along the Mohawk are principally devoted to manufacturing and the farmlands to dairying. The annual county fair is held on the fair grounds in the Caughnawaga section of Fonda. 1910 population, Montgomery County, 57,567; 1920, 58,399.

Besides dairying, Montgomery County farms principally raise hay, corn, oats and buckwheat, vegetables and fruit, with considerable beekeeping. The county is one of the state's greatest hay counties. Its southern part formerly raised hops to a large extent (prior to 1900). The Mohawk River flats formerly raised large crops of broom corn. The cultivation ceased about 1880 to 1890, because of the competition of mid-western farmers.

There is considerable bee culture in Montgomery County. The Hoffman bee frame now in general use all over the world by apiarists was invented by Julius Hoffman at his bee farm in the village of Fort Plain.

There is a growing amount of fruit culture in Montgomery County. Its apples, like those of all parts of the Mohawk Valley, have a superior flavor, excelled by none, but are not packed or

marketed in the attractive manner practised by apple growers on the Pacific Coast.

Agriculture in Montgomery County was first carried on by the Mohawk Indians, who raised corn, beans, squashes, and pumpkins in the neighborhood of their villages along the river. There were also a few Indian apple orchards on the uplands.

Fifty years ago wheat was largely produced in Montgomery County. Later it was gradually replaced by other crops, and hops became an important product. Much of the alluvial land was devoted to the raising of broom corn. All of these crops have nearly disappeared until within the last few years, when wheat has again been grown to some extent. Instead of shipping milk, butter and cheese were generally made; but at present milk and hay are the chief cash crops. Corn, oats, and buckwheat are largely grown and are used in the production of milk. Alfalfa is an important crop.

Several pure-bred herds usually of Holstein stock, may be found in different parts of the county, especially in the townships of Canajoharie and Minden. Sheep raising occupies a less important position than formerly, although the business could be followed to advantage anywhere in the county.

The raising of beans is becoming an important line of farm work. With proper care and management fruit can be grown, some of the orchards being highly productive.

Climatological records for Montgomery County are taken from the Amsterdam station at an elevation of 610 feet.

Average dates for the last killing frost in spring and the first in fall are May 1, and October 5 respectively, giving a growing season of 156 days.

A general system of highlands forming the connecting link between the northern spurs of the Allegany Moutains on the south and the Adirondacks on the north extends through this county. The Mohawk River cuts through the upland and forms a valley a mile or less wide and 200 to 500 feet below the summits of the hills. The valleys of a number of the tributaries of the Mohawk extend several miles into the highland district. The hills bordering on the river generally rise in gradual slopes and from their summits the country spreads out into an undulating upland with a general inclination toward the river into which the entire surface of the county is drained. Oak Ridge, in the southern part, is the highest point, with an elevation of 1,450 feet.

Gneiss is found in some localities, the principal place being at the "Noses" on the Mohawk. Calciferous sandstone appears and

limestone furnishes valuable quarries of building stone. Drift and boulders abound in various places. The soil along the river [Mohawk flats] consists of alluvial deposits and a deep, rich vegetable mold. On the uplands it is mostly a highly productive clayey and silty loam, with small areas of gravelly loam interspersed.

In Montgomery County the temperature records, being taken at Amsterdam, may be considered as fairly representative of the eastern river section of the valley.

The average annual temperature over a period, from 1902 to 1918, was 45.1 degrees. Average annual rainfall, 37.61 inches. Average annual snowfall, 63.5 inches.

The highest recorded temperature, over this period was 100 degrees recorded in July, 1911, and the lowest was 30 below zero in December of 1917. On January 28, 1925, temperatures of from 40 to 42 degrees below zero were recorded at Fort Plain and 43 degrees below zero at Freysbush immediately southwest of Fort Plain. This was the lowest recorded temperature ever known in the Middle Mohawk Valley.

FULTON COUNTY lies in the eastern part of the state, its southboundary extending to within a few miles of the Mohawk. It has an area of 330,240 acres. Its extent from north to south is approximately 17 miles, and from east to west 30 miles.

Johnstown is the county seat of Fulton County, formed in 1838, and named after Robert Fulton, the pioneer in steamboat navigation. Fulton County has an area of 516 square miles and a population in 1920 of 44,927. Its southern half largely is devoted to farming and dairying. Its northern section lies in the Adirondack Mountain region and here are lumbering industries. Fulton County has the cities of Gloversville and Johnstown and the villages of Dolgeville (part in Fulton, part in Herkimer County), Ephratah, Northville, Mayfield and Broadalbin.

The northern part of Fulton County, with the exception of portions of the town of Northampton, is largely forest-covered, and agriculture is of very little importance. Lumbering is the principal industry, especially in the towns of Stratford, Garoga, and Bleecker. Recently, however, the state has purchased a large part of the northern portion of Garoga, together with portions of Bleecker, Stratford, and Mayfield. In the town of Northampton along the Sacandaga River, in the vicinity of Northville, is a section where considerable agriculture is carried on. In the southern part of the county dairying and general agriculture are import-

ant, the principal products being market milk, hay, potatoes, oats, buckwheat, and corn.

The meteorological station of Fulton County is located at Gloversville, 850 feet above sea level.

Average dates for the last killing frost in spring and the first in fall are May 10 and September 26, respectively, giving a growing season of 139 days.

HERKIMER COUNTY. Herkimer is the county seat of Herkimer county, which takes its name from the American brigadier-general, Nicholas Herkimer, who was mortally wounded at the battle of Oriskany [see Oriskany] August 6, 1777. The county, outside of the manufacturing towns, is principally devoted to dairying. The upper part extends far into the western Adirondack region and includes many of its lakes and summer resorts. The northern part is in the Black River watershed the central in the Mohawk watershed and the extreme south in the Susquehanna watershed. 1910 population Herkimer County, 56,356; 1915, 64,109; 1920, 64,962; area, 934,000 acres. Herkimer County was the first to make cheese dairying a specialty, cheese being made in the county in a small way as early as 1800. In 1812-16 the largest herds, which numbered about forty cows each, were regarded as of extraordinary size. At this time dairy appliances were yet very crude. Later inventions and improvements, however, encouraged the industry and between 1850 and 1860 dairying began to assume great proportions. To David H. Burrell of Little Falls belongs the credit of having developed the machinery that is now the standard for American and Canadian cheese factories.

The State of Wisconsin has become able to produce cheese much more cheaply than it can be made in Herkimer County. For this reason, as well as because of the increased demands of New York City and the improvement in transportation facilities, much of the milk has within the last twenty years been sent to New York. In summer the surplus milk is manufactured into cheese or into condensed milk and butter.

Herkimer County is noted for its pastures of blue grass and white clover, on which its milk production largely depends. A great part of the county is well adapted for the growth of alfalfa. Considerable quantities of potatoes are grown for market. Oats and corn are important crops.

There are several important manufacturing interests, among which, besides the dairy machinery already mentioned, are the following:

The surface of Herkimer County is a hilly upland with a series of ridges extending generally north and south. The Mohawk River flows easterly across the southern end of the county. The valley is broad through the west side of the county to a point near Little Falls, where the stream breaks through a mountain ridge, the naked rocks rising on either side to a height of 500 to 700 feet. From this point to the eastern boundary of the county the river flows through a valley bordered by steep, high hills. East Canada Creek, which flows into the Mohawk, forms part of the eastern boundary. West Canada Creek flows from Hamilton County across Herkimer and forms part of the boundary between Herkimer and Oneida counties. Moose, Black, and Beaver rivers, which flow northward to Lake Ontario, have their sources in the northern part of the county; and, while numerous lakes and ponds are found, many of them are in a region that has been left largely in its primitive state.

That portion of the territory lying north of a line extending east from Hinckley is covered with primary rocks—granite, gneiss, feldspar and hornblende. The same formation outcrops at Little Falls. Limestone, slate, and shales also appear. Iron appears in considerable quantities in the northern part of the county.

The climatological records taken at Salisbury Center cover a period from 1897 to 1918, a period of 21 years. As they were recorded at a sea level elevation of 1,300 feet they should serve rather for the Adirondack foothills than for the lower and thickly populated valley of the Mohawk.

Average dates of the last killing frost in spring and the first in fall are May 22 and September 20, respectively, giving a growing season of 120 days.

The average annual temperature there recorded was 42.6 degrees; average annual rainfall, 47.98 inches; average annual snowfall, 93.4 inches.

ONEIDA COUNTY. Utica is the county seat of Oneida County (formed 1798), which takes its name from the Iroquois tribe of Oneida Indians, who occupied its territory on the Dutch occupation in 1614. The county contains much of the headwaters of the Mohawk River, Black River, Oneida Lake and three small headwaters of streams belonging to the Susquehanna system. Outside of the manufacturing districts of Utica and Rome and some villages, the county is devoted to dairying and general agriculture. 1910 population Oneida County, 154,157; 1920, 182,485; area, 1,215 square miles.

In Oneida County the Oneida Indians cultivated small patches of ground devoted principally to the production of corn and apples. Larger clearings were made by the early settlers, where corn, wheat, and vegetables were grown. Oats also became an important crop. Excellent water power being available, asheries, distilleries, saw mills, woolen mills, and tanneries were important factors in the early development of the county.

About that time the first Merino sheep in the state were imported from Spain and were kept on a farm north of the Mohawk opposite Oriskany.

The dairy industry has been important in Oneida County since the early settlements. Dairying was at first of greater importance north of the Mohawk, although at the present time it is very prominent in all parts of the county. Many pure-bred cattle are kept, a large proportion of which are Holsteins.

With the opening of the railroads dairying developed rapidly, and large quantities of cheese and butter were manufactured.

Hops were first grown in the county at about 1820. This crop steadily increased in importance and for many years Oneida County led in hop production.

The hay crop is extensive, Oneida County ranking third in the state.

Gardening is a prominent industry in the vicinity of Rome and Utica. In several towns a relatively large acreage is devoted to raising peas, beans, corn, and pumpkins for canning factory purposes, placing Oneida County at the head in production of these crops among the 62 counties of the state.

Climatological records for Oneida County are taken from the records made at the Rome station at an elevation of 480 feet.

The average dates of the last killing frost in spring and the first in fall are May 10 and September 29, respectively, giving a growing season of 142 days.

A broad valley, nearly level, extends east and west through the center of the county, and from it, both north and south, the surface rises into a broken and hilly region. The highlands, occupying the southern part lie in ridges extending north and south. North of the central valley the surface rises abruptly to a height of 800 to 1,200 feet and spreads out into a nearly level plateau broken by the ravines of the streams.

The lowest part of the county is near Oneida Lake, while the highest points are Tassel Hill, 1,944 feet above sea level, in the southern part of the town of Marshall; and Penn Mountain, 1,806 feet above sea level, in the northern part of the town of Steuben.

The eastern part of the central valley is drained by the Mohawk flowing east and the western part by Wood Creek flowing west. This valley affords a natural road from the Hudson to the great lakes and is the lowest pass through the Appalachian Mountain system. The Mohawk rises on the southern border of Lewis County and flows in a southerly direction to Rome, where it turns to the southeast. Its principal tributaries are Nine Mile Creek and Lansing Kill from the north, and Sauquoit and Oriskany creeks from the south. Black River flows across the northeast corner of the county; East Canada Creek forms a portion of the east boundary; the head branches of the Unadilla and Chenango drain the southern border, and Oneida, Wood, and Fish creeks drain the western part. Oneida Creek extends several miles along the west border. In the extreme northeast corner are several small creeks and ponds.

The soil in the northeast is light and sandy. The central valley, one of the most fertile portions of the state, has a soil of sandy and gravelly loam and alluvium mixed with lime and gypsum. The highland region south of the river has a soil composed of clay and sand and gravelly loam.

The valuation of land varies considerably, not only in different parts of the state, but in different sections of the same county. In Oneida County, for instance, good farms within easy reach of railroads, or on or near state roads are valued at from $75 to $250 an acre; those on county roads at from $50 to $150 an acre, and those more remote from railroads and on dirt roads at from $10 to $75. Sections less favorable for farming, including sand plains, etc., are valued at much less. Land in the southern part of the county, being generally smoother and more productive, sells at a higher price than land in the northern part.

The following figures cover the average monthly and annual temperature (covering a period of 35 years) and rainfall (covering a period of 47 years) at Utica. They are furnished by the Weather Bureau at Washington.

The average monthly temperature records, taken at Utica (covering a period of 35 years) are as follows, in temperature degrees:

January, 24; February, 24; March, 32; April, 44; May, 56; June, 65; July, 69; August, 68; September, 59; October, 47; November, 36; December, 26. Average annual temperature, 46.

The average monthly and yearly rainfall, taken at Utica during a period of 47 years, are given as follows, in inches and their percentages:

January, 3.20; February, 2.95; March, 2.95; April, 2.70; May, 3.60; June, 4.15; July, 4.60; August, 3.65; September, 3.55; October, 3.45; November, 3.90; December, 3.35. Average annual rainfall, 42.05 inches.

The following is from the New York State College of Agriculture and is from reports obtained by Dr. G. F. Warren:

It is estimated that there are about 733,000 persons living on farms in New York compared with 741,000 one year ago, a decline of about 8,000.

The population for each year of the last nine is given below. The 1925 estimates were made from reports received for 4,482 farms:

1917	898,000
1918	858,000
1919	824,000
1920	801,000
1921	785,000
1922	794,000
1923	762,000
1924	741,000
1925	733,000

The decrease of 8,000 during the year is the smallest decrease during any one year since 1917.

During the year ending Feb. 1, 1925, about 29,000 men and boys left farming to enter other lines of work and about 11,000 left other work to take up farming. This is the smallest net movement to cities in three years. A table showing the movement of male workers to and from farms for the last few years follows:

Year	Off Farm	To Farm
1919	24,200	15,700
1920	33,000	10,900
1921	39,800	16,200
1922	16,500	13,700
1923	33,900	8,200
1924	40,500	14,200
1925	29,100	10,800

The comparison of these figures for any one year is a pretty good barometer of the prosperity of the New York state farmer compared with the prosperity of the other industries of the state.

At the present time there are only about 26,700 hired men on farms compared with 27,500 a year ago and with 77,000 in 1916. The decrease does not mean that men are not willing to work on

farms, but they can obtain more money at other work than the farmer can afford to pay with the present prices of farm products. Farm production has been maintained during these years by the increased use of autos, trucks and other labor saving machinery, by an increase in the work done by the farmer's family and by neglect of farm maintenance and improvements. The production of farm products is receiving first consideration and after the necessary work on these is done, there is little time left for farm improvements, such as under-drainage, new fences, repair of buildings. This accounts for the high general production and the neglected appearance of many New York State farms.

MONTGOMERY COUNTY FARMERS' PICNIC

At the Montgomery County Home farm, formerly the Schenck homestead, built 1835. Seen from Central Railroad and Mohawk Turnpike. Photo by Mr. Harry V. Bush, Canajoharie.

CHAPTER 105.

FREE SCHOOLS AND EDUCATION IN THE EARLY DAYS OF THE MOHAWK VALLEY.

By N. Berton Alter, Nelliston,
Superintendent of Schools, First District, Montgomery County.

THE GRADUAL GROWTH OF THE FREE SCHOOL SYSTEM OF THE STATE OF NEW YORK—LEVI BEARDSLEY'S OTSEGO COUNTY SCHOOL OF 1790—THE FIGHT FOR FREE SCHOOLS—JOHN BOWDISH OF MONTGOMERY COUNTY, INTRODUCES FREE SCHOOL PROVISION IN THE NEW YORK STATE CONSTITUTIONAL CONVENTION OF 1845—HON. NATHANIEL BENTON OF HERKIMER COUNTY, JAMES ARKELL OF MONTGOMERY COUNTY, AND ANDREW W. YOUNG OF SCHOHARIE COUNTY, BACK UP BOWDISH IN HIS GOOD FIGHT—FINAL FULL FREE SCHOOL STATE PROVISIONS OF 1892—TODAY'S SCHOOL NEEDS.

The Constitution of the State of New York contains the following provision:

"The Legislature shall provide for the maintenance and support of a system of free common schools, wherein all the children of this State may be educated."

The boon of a free education in a school supported by public taxation is of comparatively recent origin. It is just a little more than fifty years since all the common schools of the state were opened to all the children of the state. This we now look upon as a matter of course and we feel it is a right to which we are entitled.

We are, then, to look upon public education as of recent origin and of rather slow growth. The public, generally, looks to the people of New England as the founders of the public school system, and we have allowed this idea to become firmly fixed without making any effort to change opinion to the contrary. The very nature and character of the early population in New York were opposed to the advertising of their virtues and accomplishments.

The pioneer settlers of New York State, as a rule, had some learning and efforts were made to stimulate the growth of education, but the stern necessity of subduing a wilderness and the unceasing struggle of these frontiersmen for existence caused an almost complete cessation of effort along these lines, and we find that the children born during the period of Colonial wars and during the Revolution largely without any book learning. It is not until after the close of the Revolution that we find the people making an effort to establish a general system of schools.

Now it must not be understood that there were no schools in the State of New York or the Mohawk Valley during the century or more preceding the Revolution. It is true that there were private schools, church schools and charity schools, but these were of rather uncertain life and ministered to but a small part of the population.

However, as early as 1795, public schools were authorized and state aid given for a period of five years, but when this was withdrawn, the schools declined and in some instances disappeared. This proves conclusively that education is a state function and that public education must be administered by the state and largely supported by funds derived from the same source.

After the War of 1812 there came a remarkable period of national growth and development, which proved to be also the time of the beginnings of our present common school system. The Legislature of 1812 enacted a law which provided:

1. The present plan of school districts. There are not a few districts now existing whose present day boundaries are those fixed by the provisions of that act.

2. An effective local school organization was provided with the offices of trustees, collector and clerk.

3. The principle was established that all teachers must possess certain scholastic qualifications and in addition thereto it was recognized that moral character was also a factor to be considered in selecting a teacher.

4. This same act established the office of state superintendent of common schools. The State of New York being the first state to establish such an office. This officer was clothed with sufficient authority of supervision and administration to put in operation a state system of education.

5. Among the requirements was one which determined that each district must provide a schoolhouse and site, keep the same in shape and provide for its operation. Authority to levy a tax upon the property of the district for the cost, building and operation was vested in the law.

6. By the provisions of the act, trustees were given authority to hire teachers.

7. Certain sums for state aid were provided, and this money could be used only in payment of teachers' wages.

This law established the principle that public education is a state function to be directed and maintained under state supervision, leaving with the several localities the power of executing the provisions of this state power, and lastly fixing firmly the

principle that wherever the state funds go, there also goes the state authority.

Formerly, in almost all places, ecclesiastical authority was exercised in the operation and control of education, but the Law of 1812 marked the elimination of such authority from the operations of education. In other words, the schools were controlled by the people who supported them, subject, of course, to state supervision.

Revenue for the support of schools, from 1812 until later, was derived from: (1) A direct tax imposed on all of the property for the building and maintenance of schools and also for the tuition of indigent children; (2) certain state funds apportioned to the several districts amounting to about twenty dollars per school (a limitation was placed upon the expenditures of the state money in that it was to be used only for the payment of teachers' wages); and (3) the balance necessary to meet the salary of the teacher was assessed against the parents of the children attending school. This latter was known as the rate bill system, which was authorized by a law enacted in 1814. Severe criticisms have been directed against this rate bill system, the principle one being that it often placed a burden upon the poor, who had to confess poverty in order to escape its provisions, and naturally they kept their children from school rather than humiliate themselves in this way.

This rate bill system proved a grievous burden for the schools to carry and it took half a century of strenuous effort to abolish it. It might be added that even at this late date there are those who do not favor universal taxation for universal education.

Although a system of supervision was provided, it was rather inadequate with untrained supervisors. There were town superintendents of schools who made official visitations, and it is amusing to note the reports from these supervisors. I have before me one of these old reports. One district in the then town of Palatine, Montgomery County, maintained school for a period of nine months. At that time there were residing in that district one hundred children between the ages of five and fifteen, and sixty-five of these attended school for some portion of the nine months. One district reports that they received $50.72 public money, and in addition to this paid the teacher $119.64 for ten months of school. The text books in use at that time were Dayboll's Arithmetic, Webster's Spelling Book and Murray's English Reader. At this time the town of Palatine, Montgomery County, had three commissioners of common schools.

After the institution of a public school system every little locality tried to have a school of its own, and in those days of

large families it was easy to get enough pupils whether there was wealth enough to support the schools or not.

Here we might pause a moment and look upon one of the early schools as drawn in an interesting word picture by Levi Beardsley in his Reminiscences, published in 1852. Beardsley was a prominent man in political circles in the early nineteenth century, representing his district in the New York State Senate. The school he describes and attended was in the present town of Richfield, Otsego County, about ten miles south in an air line from the Mohawk. It will serve also for a picture of our early Mohawk River schools. Beardsley moved to Cherry Valley and made his home there. The description of his boyhood school follows:

"I must say something about schools. My father had learned me my letters some time before we had a school, and I could spell ba, and soon after baker. I remember his first teaching me my letters. There was A, with two feet, i with a dot, round O, Q with a tail, crooked S, T with a hat, etc., etc. After six or seven families had settled within striking distance, it was decided that a schoolhouse must be built. The house must be near water, and must be built where it would best accommodate its patrons; accordingly a place was selected, the neighbors made a bee, came together, cut away the underbrush, and the trees, that were near enough to endanger the house. They cut logs, drew them to the place, and put up a log house, small but low, and the roof nearly flat for several years; covered with bark. One side was so much elevated by an additional log that the water would run off, and subsequently rafters were added, making an ordinary roof, but no floor overhead. The floor beneath was made of split logs, hewed to make them smooth; some narrow benches made from split logs, supported by legs, were put in for the scholars.

"There were no writing tables or desks, but these were added afterwards when they wanted to educate larger boys, and were made by boring into the logs, and driving pins to support a sloping board for a writing table, so that those who wrote sat with their faces to the wall, and their backs to the teacher.

"There was no glass to be had for windows in the country, and, as a substitute, a rude sash was made and placed in the wall, and this sash was supplied with white paper, which, being oiled or greased, would let in the light and exclude the wind. When the weather became cold, a large fireplace and stick chimney, daubed with mud, were added, and this was the first schoolhouse in that part of the country. A school was kept for several summers by a school mistress, who boarded round among the proprietors, and in

the winter by schoolmasters, when the larger boys attended. To this schoolhouse scholars were sent from abroad, who boarded with the proprietors.

"The boarding of the school mistress and master always led to one agreeable result. The family lived better, and had more of the delicacies and luxuries of life, than on ordinary occasions. This rendered boarding around popular, among the children at least; for preparatory to the master or mistress coming, an additional quantity of fried cakes must be prepared, and mince and other pies, if they could be afforded. In truth, the master and mistress were regarded as distinguished personages. The first house was used for several years, when it was deemed advisable to build another. * * *

"The schoolboy pranks were rude and abundant, as they were in all schools.

"The day the second house was completed we had some cider brought there, to dedicate the house, being the first I ever tasted, and the first ever brought into that part of the town; the cider having been brought by some one from Cherry Valley or Mohawk River. The snows fell deep every winter; the boys used to wrestle and wallow in the snow, and often fight; then, if the master found it out, they were almost sure to be flogged, for the birch and ferule were regarded, in those days, as indispensable appendages; and by frequent application "the young idea was taught to shoot". In winter all children were clothed with coarse thick home-made clothing; they brought their dinner with them to school, and after eating it indulged in play of course.

"These narrow benches were awfully tiresome. Children would get tired and sleepy, but their vigilant instructors would contrive to stir them up; sometimes by one, and then by other devices.

"The children were of course restless, and wanted to go out, which they were permitted to do, once each half day, and oftener by special permission. Sometimes the instructor so arranged matters in relation to going out that any one might enjoy that privilege as a matter of course, each half day, without asking, provided he could go alone, when all others were in school. To carry out this provision, a hole was bored in one of the logs of the house, in which a loose wooden peg was inserted, which any one might take as a passport out of the house; and when he had stayed the permitted time, he returned and placed the peg in position, which might be taken by another without applying to the master, and thus disturbing the school.

"The boys were taught by their instructors how to make their best bow, and how to address strangers in the most formal style; and the girls to shew off their graces, by the most fashionable curtesies.

"Better progress was made in education than could have been expected, and nearly all of mine was obtained in such schools as I have described."

This was the day of the spelling school and there were many who excelled in this particular art who could not otherwise distinguish themselves. Arithmetic received a great deal of attention and many of the schoolmasters of that early day were real masters of that subject. Some of the masters were not very well educated, while others were college men, among the many who might be mentioned is Winther Reagles, who gave thirty years of his life to teaching, practically all of which was spent in the vicinity of Fort Plain and Canajoharie.

Today the greater number of teachers are women, but in the early days the percentage was reversed. Wages varied from $12.00 to $15.00 per month and we find one superintendent a hundred years ahead of his time who advocated consolidating several schools, and stated that by so doing the wages might be increased to as high as $18.00 per month. These high wages would naturally attract better teachers, etc., etc.

You have noted in Mr. Beardsley's description how the proprietors of his school went about to select a site. I am not at all certain that all selections were made with like care. At any rate, looking at some of the selections at this late date, we are led to remark that in some instances the most undesirable place had been selected. In the early days land was very cheap, but in practically no case do we find the site selected, the actual property of the district, in nearly all cases such land was deeded with a reversion clause, stipulating that in the event that the place was no longer used as a school it must go back to its original owner. Today we reap what our pioneer ancestors sowed.

After getting a state-wide system in operation, the friends of free schools, or better say of education, began their long fight to bring about reforms which would strengthen the schools, broaden their influence and increase their efficiency. They were persistent in their efforts and the opponents of the proposed reforms were just as persistent but not so successful.

The Constitutional Convention of 1845 provided an oppor-

tunity for the friends of better educational opportunities to make an effort to get into the proposed constitution a provision providing a state system of public schools free for all of the children of all the people. John Bowdish of Montgomery County, a member of that convention, introduced such a provision which was adopted and made a part of the proposed constitution, but in a manner not satisfactorily explained the provision was afterward removed and the friends of the boys and girls were as yet without adequate legal authority to put across their plans. It may be said in passing that John Bowdish Gove treasures an autograph album containing the signatures of all of the members of this constitutional convention and also all of its officers. This priceless album was secured by his grandfather's efforts and is a splendid example of handwriting of the day. Mr. Bowdish was an accomplished penman and his head pieces and title pages are works of art. Other Mohawk Valley men who were in the front ranks in this fight were Nathaniel S. Benton, Secretary of State and Superintendent of Common Schools, of Little Falls, Herkimer County; Andrew W. Young (born in Schoharie County) and many others.

Failing to secure free schools by a constitutional provision, the friends of the schools next sought to secure the same by law. Finally a law was passed providing that the schools should be free, etc., and providing that before the same became effective, it should be voted upon by the people of the state, with the result that it was carried by a very large majority. However, when the law was put into operation and the taxpayers began to feel the pinch of the taxes, they began to whine and howl and squirm and kick until the legislature again offered a referendum to the people of the state and again the people of the state voted for free schools. This time, however, the vote was much closer and the majorities for the law came principally from the cities. Nevertheless the counties of Montgomery and Schenectady both returned majorities in favor of free schools—the former by 1,200 and the latter by 52. Herkimer 1,379 against; Fulton-Hamilton 973 against; Oneida 897 against; Schoharie 2,548 against. It will be seen in the foregoing that the seed sown by John Bowdish had fallen on good ground and that his county kept the faith. In his work he was given splendid assistance by James Arkell of Canajoharie, whose weekly paper, the Canajoharie Radii, vigorously supported the cause. All the rejoicings of the victors came to naught, because the kickers finally brought the matter into court and the courts decided that the legislature of the state could not delegate its law making powers to the people.

This did not end the fight, however, for permissive legislation was passed and union free school districts were formed and finally in 1868 the schools were made free.

With free schools came a new and added responsibility for the state and finally, in 1892, the state, through its educational authorities, began to put in practice the doctrine that not only are the schools free for all the children of the state, but all of the children of the state must be in schools. At that date the per cent of the actual attendance as compared with the registration was 52 per cent; today this has increased to over 80 per cent and there is no reason to believe to the contrary, that soon this will be over 90 per cent.

In the last quarter of a century high schools have been made free for all the children of all the people; free scholarships are provided for children desiring to continue their education. Think of it Six free scholarships for each assembly district. Free scholarships in the State College for Teachers! Free scholarships in all of the State Normal schools! It is indeed a long ways from Levi Beardsley's school to the school of today. Truly John Bowdish's dream has come true. If he were with us today he would say with Edward Osgood Grover, "I believe in boys and girls, the men and women of a great tomorrow."

Today's task is that of bringing about a more equitable cost of education so that the boy and girl of the open country may have an equal opportunity with the most favored city child. The fight for this right is just as bitter as any of the fights of the days gone by, and just as certainly will the efforts of the men and women of today be rewarded with victory.

(Note on Levi Beardsley's school.) Levi Beardsley was a distinguished lawyer, a politician of national importance and was also a prominent financier. His "Reminiscences" shows that he had considerable literary ability. During his long and useful career he served in many local offices in Cherry Valley Village and town, represented his district in the assembly and finally for 8 years was a senator, during which time he was president of the Senate. He was an officer in several banking institutions. He was also at one time a member of the Court for the Correction of Errors.

When President Martin Van Buren visited the village of Cherry Valley Mrs. Beardsley entertained him.

Mr. Beardsley was born in 1785 and the school pictured in his description was in operation from 1790 to 1800. It was located in the town of Richfield in Otsego County.

CHAPTER 106

UNION COLLEGE, 1795-1925.

By Charles N. Waldron
Secretary Graduate Council, Union College, Schenectady, N. Y.

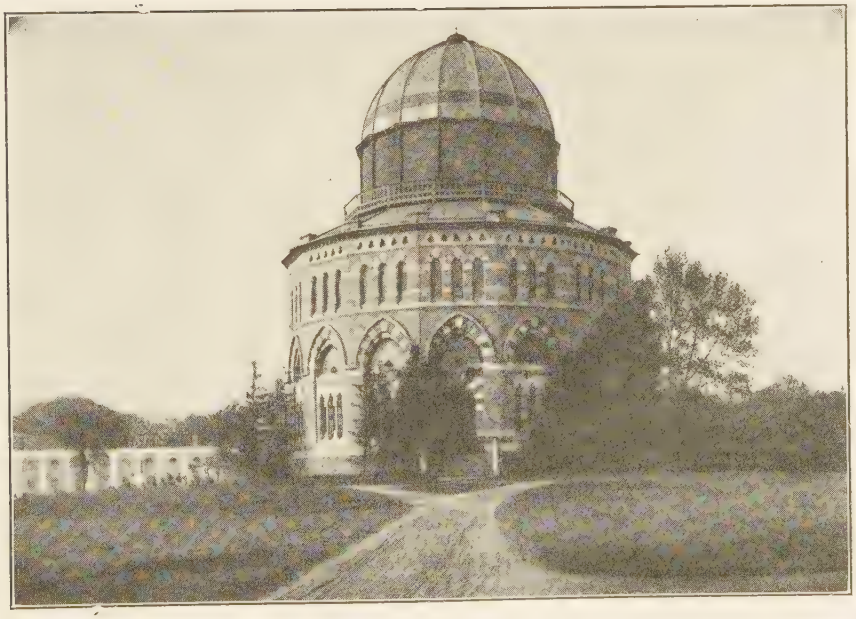
PETITION TO GOVERNOR AND LEGISLATURE—REV. DIRCK ROMEYN—GEN. PHILIP SCHUYLER—DR. NOTT—DR. RAYMOND—REV. CHARLES A. RICHMOND—"MOTHER OF FRATERNITIES"—SIR WILLIAM JOHNSON PROMISED AID.

As early as 1779 a petition was circulated, addressed to the Governor and Legislature of the State of New York, signed by "a great number of respectable inhabitants of the counties of Albany, Tryon and Charlotte", to use the language of the charter, praying for a charter to establish a college to bear the name of Governor George Clinton, the same to be located in the town of Schenectady. The charter was drawn but for some reason was never signed. Some seven years later the movement was renewed but, for reasons unknown, without success and it was left to the Rev. Dirck Romeyn, pastor of the Reformed Dutch Church in Schenectady, to bring to success the wishes of the "respectable citizens" above mentioned. Dominie Romeyn had brought about the establishment of a private academy in Schenectady in 1785 and it was this academy which blossomed into Union College, February 25, 1795, the date on which the Regents granted the charter so long desired. The old academy building housed the college until 1804 and its principal, Col. John Taylor, became Union's first professor of mathematics and natural philosophy.

While Mr. Romeyn and General Philip Schuyler were the prominent leaders in the movement, Union College was the result of a popular movement reflecting the new democratic tendencies of the time and expressing the faith the people of the then frontier community about Schenectady had in the future of their country and their desire to educate their children to care for its needs. The college was given the name "Union" to show its non-sectarian character and as a fitting title for a movement which had received the support of all classes in the community. Its charter made it the first non-sectarian college in the country and its motto, "In necessariis unitas, in dubiis libertas, in omnibus

"THE IDOL"

Union College, Schenectady



LIBRARY BUILDING, UNION COLLEGE

Photo from Robert's "Old Schenectady," by courtesy of Robson & Adee, publishers.

caritas", reflected the intent of its founders and became a true forecast of its spiritual history.

The Rev. John Blair Smith, D. D., was chosen as first president, aided by Professor Taylor, already mentioned, and the Rev. Andrew Yates, appointed professor of Latin and Greek languages. Three young men constituted the first class to be graduated, May, 1797.

President Smith resigned in 1799 and was succeeded by the Rev. Jonathan Edwards, D. D., the younger, who died in office in August, 1801. His successor was the Rev. Jonathan Maxcy, D. D., who resigned in 1804 making way for the Rev. Eliphalet Nott, D. D., LL. D., under whose long and able administration the college took form and became famous.

The new president was but thirty years old at the time of his election and had attained local fame as a pulpit orator of rare eloquence. He was a radical by nature and thoroughly in sympathy with the democratic ideals which gave the college birth. His innovations in education often aroused hostile criticism but his skill as an administrator and his remarkable ability to deal with young men brought him early fame and the college success.

Dr. Nott broke away from the classical traditions of education and aimed to train boys not for the ministry primarily but for the wider callings which our new and rapidly developing country demanded. He established a scientific course as early as 1820, a civil engineering course in 1845, and a department of chemistry in 1855. His "boys", as he was fond of calling them, rose to prominence in public life. One of the better known of these, William H. Seward, of the class of 1820, was not an exception in his looking to the old Doctor for counsel and advice throughout his political career. The value of this advice may be judged by a letter Dr. Nott wrote Seward in the late 'forties advising him to pursue his political course, however unpopular it might be with the Whigs, since the time was surely coming when the views he held would be the rallying point for a new party alignment, a prophecy the Republican party soon fulfilled. It was not alone in politics that the liberal training provided by Dr. Nott at Union College produced eminent men. The professions of medicine, law, and particularly education were enriched by his "boys." In education particularly his influence through Union graduates had a wide effect. Francis Wayland at Brown, Leonard Woods at Bowdoin, Henry P. Tappan at Michigan, and John Milton Gregory at Illinois, were all his students and followers while the higher education of women in its early days was

largely in the hands of Union graduates with A. W. Cowles at Elmira, John H. Raymond at Vassar, and L. Clark Seelye at Smith. Perhaps the most unique feature of Dr. Nott's educational system was the wide liberty he gave undergraduates. This is well illustrated by the rise at Union of the fraternity system at a time when student secret societies were not tolerated elsewhere. The oldest of these societies, which are now so important a feature of college life, were all founded at Union under Dr. Nott's protection. They are: Kappa Alpha in 1825, Sigma Phi and Delta Phi in 1827. These in turn were followed by Psi Upsilon in 1832, Chi Psi in 1841 and Theta Delta Chi in 1847, giving Union her title, "The Mother of College Fraternities."

Dr. Nott retained the presidency at Union until 1866, dying January 29 in that year. So completely had he become the college that as age enfeebled him, so the institution itself became enfeebled. His failure to create adequate organization to carry on his work left the college very weak at a time when educational conditions generally were difficult. His immediate successor, Laurens Perseus Hickok, D. D., LL. D., stayed but two years. The next president, Rev. Charles Augustus Aiken, D. D., Ph. D., was elected in 1870 and resigned the next year, he in turn being succeeded by Dr. Nott's grandson, the Rev. Eliphalet Nott Potter, D. D., LL. D., who served from 1872 until 1884 when he resigned. The college pulled itself together under Dr. Potter's leadership but bitter dissensions in the faculty and alumni body were aroused which continued during the presidency of Harrison Edwin Webster, M. D., LL. D., who was elected in 1888 and resigned in 1894. The college suffered in every way during these trying years and was at a low ebb when the Rev. Andrew Van Vranken Raymond, D. D., LL. D., was inaugurated president in 1894. The task which Dr. Raymond faced was almost hopeless. The college was heavily in debt, its reputation was impaired, the student body very small. Nothing but his love of Alma Mater and his Dutch courage enabled him to carry on. But carry on he did and with marked success. Leaving the college in 1907, following the death of his wife, he passed on to his successor an institution without debts, with an endowment of more than half a million dollars, buildings in repair and most important of all, an alumni body united and with a faith renewed.

Dr. Raymond was succeeded by the Rev. Charles Alexander Richmond, D. D., LL. D., who was inaugurated in 1909. Under President Richmond's administration the progress has been truly phenomenal. Its faculty has more than doubled, its student

body has increased to over seven hundred, its endowment has grown to nearly three million dollars, and at the same time nearly a million dollars has been spent on new buildings and equipment. The educational trend of late years has been towards science. President Raymond established an electrical engineering course in 1895 and, under President Richmond, this department, as well as those of physics and chemistry, has been greatly strengthened owing to the uniquely favorable environment for scientific study provided by the development in Schenectady of the General Electric Company and its great research laboratories. The college, however, has never been one-sided and in spite of this development in science the enrollment today is equally divided between students in the arts courses and those in science. The democratic institutions of the early days are still strong. Student self-government is the most vigorous feature of undergraduate life. Examinations are conducted by the students under an honor system of their own device and there has long been a tradition of close friendship between boys and their teachers. A spirit of union brought the college into being and this spirit still strongly animates all branches of its life.

The following is a brief summary of dates prominent in the history of Union College:

1779 First petition for charter.

1795 Third petition. Charter granted Feb. 25. Rev. Dirck Romeyn and Gen. Philip Schuyler prominent among founders. First non-sectarian college established in America.

1803 Modern languages accepted as a substitute for Greek.

1804 Eliphalet Nott elected president. He served until 1866, the longest presidency on record.

1814 College moved to its present site.

1817 Phi Beta Kappa, Alpha chapter of New York, and fifth chapter of the society installed.

1820 Scientific course of study established.

1825 Kappa Alpha founded. First college fraternity in America. At later dates Sigma Phi, Delta Phi, Psi Upsilon, Chi Psi and Theta Delta Chi were founded here, giving Union College her title of "Mother of Fraternities."

1845 Department of Engineering established, the first in an American college.

1855 Department of Chemistry established.

1895 Department of Electrical Engineering established.

1909 Charles Alexander Richmond elected president.

1920 October 14th students opened the first regular radio broadcasting station in America, 2XQ.

Editor's Note:—The following relative to Union College is of additional interest, in connection with the foregoing sketch of this historic educational institution of the Mohawk Valley.

The present old Union College buildings were erected in 1813 from plans drawn by Joseph Jacques Ramee, a noted French architect. Among the noted sons of Union are John Howard Payne, author of "Home, Sweet Home"; President Chester A. Arthur; Hawley, father of the modern school system; General Halleck, Union commander-in-chief, 1863-4; General Toombs of the Confederate army; William H. Seward, Secretary of State in Lincoln's cabinet—and many others.

Union generally prospered under Dr. Nott's presidency, as previously stated. Because of the Civil war, it suffered a setback from loss of southern attendance and of northern student volunteers. A company of Union students was formed under Elias Peissner, Union professor of modern languages. Colonel Peissner was killed at Chancelorsville and many students were killed in the war.

In 1873, Albany Law School, Albany Medical College and the Dudley Observatory (Albany) united with Union college to form Union University. In 1881 the Albany College of Pharmacy became an added department. Union was a pioneer in progressive educational methods. It was the first non-sectarian American college, the first to introduce modern language and scientific courses, first to establish a school of civil engineering (1845) and first to establish a course in electrical engineering (1895). In 1900 Union had 21 faculty and 192 student members. In 1918 Union College had 46 teachers, 145 students in U. S. service and 657 students attending; in 1920, 45 instructors, 600 students and total graduates numbering 5,900.

The Schenectady Academy first occupied a four-room, two-story building at State and Church streets. The brick Academy building (built after 1785) stood at the corner of Union and Ferry streets, and became the home and property of Union College in 1796, and was used by the college until 1804.

The movement for an academy at Schenectady antedated the 1779 petition to the Legislature, which was drafted but never signed. This is borne out by the fact that in a letter, under date of November 18th, 1771, Sir William Johnson promised aid in the establishment of an academy at Schenectady.

The following account of Union College, in 1810, is from Spaf-

ford's Gazetteer of 1814, and describes the institution as it was fifteen years after its foundation in 1795:

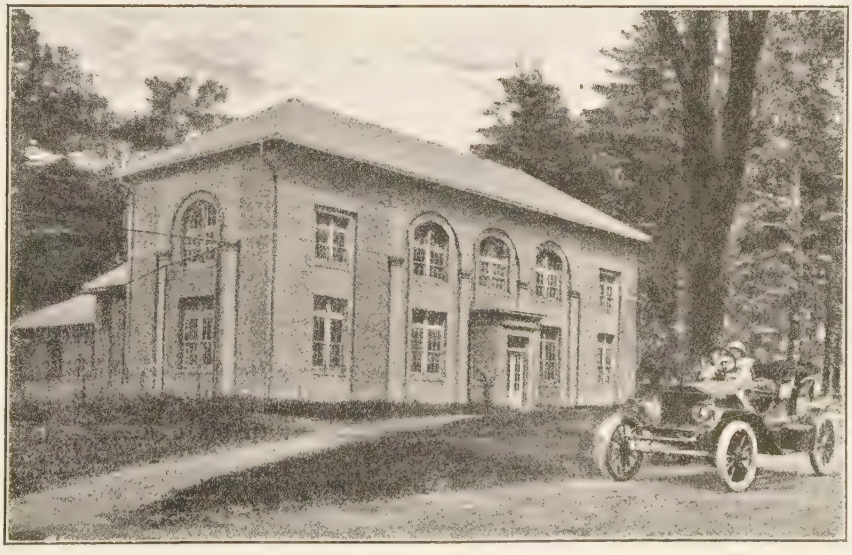
Union College, at Schenectady, was incorporated by the Regents in 1794, and took its name from the union of various religious denominations in its establishment, though the Dutch were its most liberal benefactors. It is placed under the direction of 24 Trustees. The principal officers of state are ex-officio members of its board of Trust. This institution is liberally endowed by private munificence, and by that of the state. Its funds, together with the expense of building, and appendages of the institution, exceed 200,000 dollars. There are three college edifices belonging to the institution; one of which is of stone, one of brick and one of wood; affording accommodations for about 150 students. The President, Professors and Tutors, constitute the faculty. There are now a professorship of the Greek language; one of the Latin language, and one of the French, Spanish and Italian languages. Also a Professorship of Mathematics and Natural Philosophy; and one of Rhetoric and Chemistry. The Museum is in its infancy. The Philosophical apparatus is very respectable; and the Library contains about 5,000 volumes; besides which there are two society libraries, containing 2,000 vols. each. The number of students is now about 130. For admission into the Freshman class, it is necessary to read, construe and parse Virgil's Aeneid; Cicero's select orations, the Greek testament and to understand English Grammar and Arithmetic. The studies of the Freshman year are Xenophon, Horace, Cicero's offices, and Arithmetic: of the Sophomore year, Geography, Sheridan's lectures, Logic, Cicero de Oratore, Collectanea Minora et Majora, and Euclid's Elements: of the Junior year, Tacitus, Longinus, Moral Philosophy, Blair's Lectures, Locke, Algebra, Trigonometry, Mensuration, Surveying, Navigation and Conic Sections: of the Senior year, Homer, Kaim's Elements Criticism, Astronomy, Natural Philosophy, Chemistry, and Stuart's Philosophy of the Human Mind. The Collegiate year is divided into three sessions, and the annual commencement is on the fourth Wednesday in July. The yearly expense of the students, including books, is about $115. Students under pecuniary embarrassments, are furnished with books gratis, and their tuition is paid from a fund provided by the state. The system of government is strict; the officers reside within the College territory.

The plan of the institution is that of literary seclusion. The youth are secluded from intercourse with the town, nor may they leave the College yard except in hours allotted for recreation.

Honors are distributed to meritorious students. Those of a different character are liable to fines, admonition, rustication, suspension or expulsion. Transgressions of the laws, and neglects of collegiate duties, are minuted and copies transmitted to the parents or guardians, at the close of each term. Before any student can become a member of the institution, he must first remain one term on probation. This institution is in a flourishing condition; and it may with just pride be reckoned among the most promising and respectable in the Union.

The following brief description of Union College in 1840, is taken from Sherman and Smith's "Gazetteer of the United States," published in New York City in 1844. It shows the College as it was forty-five years after its establishment:

"The buildings of Union College, three in number and spacious, are pleasantly situated on an eminence, half a mile east of the city. The institution was founded in 1795, contains a president and eleven professors and other instructors, has had 2,029 alumni of whom 308 have been ministers of the gospel, has 258 students and 13,000 volumes in its libraries. Its commencements are on the 4th Wednesday of July. Its philosophical and other apparatus is very complete. Attached to this college are about 250 acres of land, part of which is designed to be appropriated to groves and walks."



ELECTRICAL LABORATORY, UNION COLLEGE

CHAPTER 107

HAMILTON COLLEGE.

By Milledge L. Bonham, Jr.
Professor of History, Hamilton College.

1798, HAMILTON ONEIDA ACADEMY, FOUNDED BY REV. SAMUEL KIRKLAND—1812, HAMILTON COLLEGE—FROM ONE BUILDING TO SEVENTEEN—ITS LIBRARY—PUBLICATIONS.

Hamilton College owes its inception to the piety of the Reverend Samuel Kirkland, the apostle to the Oneida Indians. All through the latter half of the eighteenth century Kirkland labored amongst the Iroquois and prevented some tribes from joining the British during the Revolution, while he allied the main body of the Oneidas and a large part of the Tuscaroras with the patriot cause. Being given a large tract of land in the Oneida domain in 1788, Kirkland decided to use part of it for the education of white and Indian youths. The parcel of land he set aside for this purpose is situated on a magnificent hill top in the town of Kirkland in present Oneida County. It overlooks the valleys of the Mohawk and Oriskany, with the foothills of the Adirondacks barely perceptible in the distance. The original forest has been thinned out, and as the old trees have died, they have been replaced either by their own kind or by other species suited to the soil and climate, so as to make the campus one of the most beautiful and attractive in America. The college is a mile and a half west of the village of Clinton, New York.

This village was settled in 1787 by seven families from New England and was named for Governor George Clinton. Six years later Kirkland made a trip to Philadelphia where he interested President Washington, Secretaries Knox and Hamilton and other notables in his proposed school. Hamilton agreed to serve as a trustee. That same year Kirkland secured a charter for "The Hamilton Oneida Academy." A vigorous campaign for funds secured pledges of labor, materials, and occasionally, money, enabling the promoters to begin the erection of the academy building in the summer of 1794. General the Baron von Steuben laid the cornerstone on July 1st of that year. Lack of funds, however, delayed the completion of the building and the opening

COL. ALEXANDER HAMILTON

A brave soldier, a wise statesman and the first Secretary of the Treasury of the United States. He was one of the original trustees of Hamilton Oneida Academy in 1793 and from him the college takes its name. The statue stands on the beautiful campus of Hamilton College facing the chapel.

of the academy until 1798. John Niles, an alumnus of Yale, was the first principal. Starting with a few pupils, by 1810 the academy had one hundred and seventy students.

The increase of population in the Mohawk Valley, with the success of the Hamilton Oneida Academy, led to its being rechartered in 1812 as Hamilton College. On October 20 the new college began its first session, under the presidency of Aziel Backus, D. D. He was assisted by two professors and one instructor. The early curriculum was that of most colleges of the time, mainly the classics, the Bible and some mathematics.

The first class to be graduated was that of 1814, consisting of two members, one of whom became a teacher, the other a clergyman. Both died in the same year (1867). Since 1814 Hamilton has never failed to graduate a class of young men equipped with a sound literary education and imbued with the spirit of service. In her one hundred and twelve years of usefulness Hamilton College has had ten presidents, all men of sound scholarship and high ideals. The second one, Henry Davis, D. D., (1817-1833) declined the presidency of Yale to accept that of Hamilton. All of the presidents but the present one have been Presbyterian clergymen. Though Hamilton was founded by a Presbyterian missionary and in the past has received considerable assistance from the Presbyterian Church, the college has never been under sectarian control. Today, as ever, it is directed by a non-sectarian board of trustees which includes men of several denominations. The present faculty includes representatives of the leading denominations in the United States, while the student body includes members of all Christian sects, a few Hebrews, and occasionally a Chinese, Filipino or Korean student adds another religious element.

More than fifty-five hundred men have received instruction at Hamilton. They have scattered to all parts of the earth, as bearers of Hamilton's message of light. Amongst them have been noted missionaries, physicians, surgeons, teachers, theologians, scientists, statemen, soldiers, sailors, diplomats, jurists, authors, artists, editors, college presidents, poets, bankers, farmers, manufacturers, inventors, business men and explorers. Undoubtedly the most distinguished living alumnus of Hamilton College is Elihu Root, the chairman of the board of trustees. Others of note include the poets Clinton Scollard and Ezra Pound, the novelists, Samuel Hopkins Adams and Henry Kitchell Webster, Dr. William M. Collier, Ambassador to Chile, ex-President W. A. Shanklin of Wesleyan University. Professor G. P. Bristol of Cor-

nell, Judge F. B. Gilbert of Albany. This is but a random selection from the long list of worthy sons of Hamilton who have achieved distinction and are to be found, literally "from China to Peru".

As noted above, the first ten presidents were clergymen. From 1895 to 1917 Melancthon Woolset Stryker, D. D., LL. D., guided Hamilton's fortunes. The college had fallen upon evil days and was in need of funds and regeneration. Through the efforts of President Stryker these wants were supplied. When he signified his intention of retiring, the Board made a very careful and thorough canvass before electing his successor. Their unanimous choice was Frederick Carlos Ferry, Ph. D., Sc. D., LL. D., a distinguished mathematician, at that time dean of Williams College. Under President Ferry's administration the college has continued to develop in a most satisfactory manner.

From the one building of President Backus' day, the college has grown to seventeen buildings devoted to academic purposes, besides fourteen faculty residences and numerous fraternity houses. The buildings include a chapel, a splendid library containing over 103,000 volumes and more than 24,000 pamphlets, a commodious commons and the usual laboratory and lecture buildings, a Y. M. C. A. hall, and an infirmary. A new and thoroughly modern science hall is now in process of construction. These buildings, of a modest, dignified scholastic type of architecture are arranged about a large campus, upon a beautiful hill top, set about with stately trees, partly the remains of the original forest, partly planted by the college authorities. The athletic equipment includes a gymnasium, football, baseball and soccer fields, concrete tennis courts, golf links, running tracks and one of the finest hockey rinks and indoor tracks in the country.

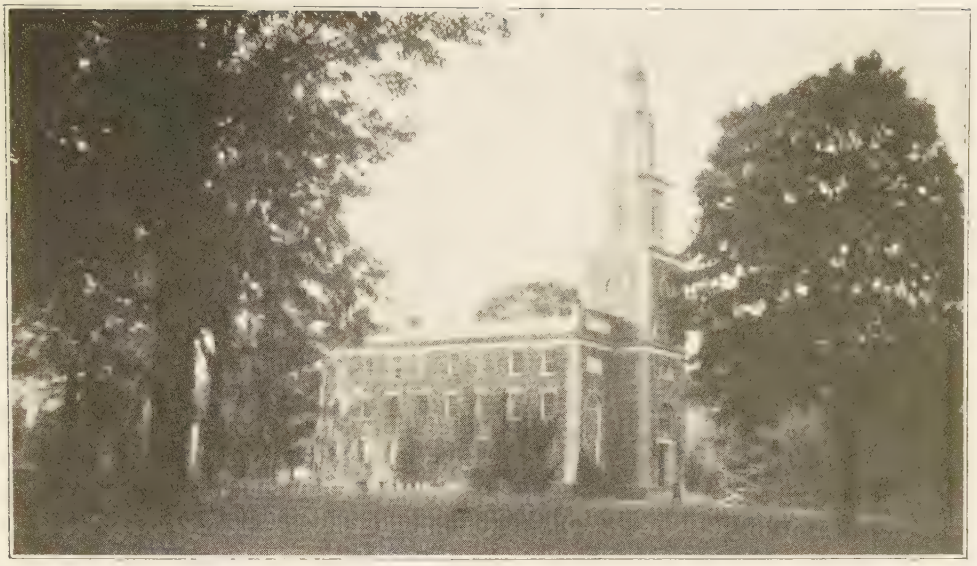
The four instructors of 1812 have increased to thirty-two. The faculty includes the alumni of twenty-seven American, one Canadian and nine European colleges and universities. Nine of the professors are graduates of Hamilton. Many are distinguished in their several lines and are well-known in scholarly circles in both America and Europe.

Hamilton has never aspired to be a large, diversified college, nor made any pretensions to being a university. It is content to remain a small college devoted to sound scholarship and noble ideals. It is true that at one time (about 1853 to 1888) Hamilton did maintain a fine law school, directed at first by that able jurist and fine teacher, Theodore W. Dwight. Many of its graduates have achieved distinction at the bar and on the bench, notably

Judges W. J. Wallace of Syracuse, and P. C. J. DeAngelis of Utica, J. C. Davies, former attorney-general of New York, Victor Metcalf, former secretary of the navy. For a few years Hamilton also conducted a summer school for teachers of English. This school did excellent service during its brief career, but never paid expenses. The World war caused its suspension, and after mature consideration the trustees decided not to reopen it.

Today Hamilton is a classical college with about three hundred and fifty students (1923-1924). Its aim is to give a thorough education to a group of reasonable size, rather than a smattering to a vast horde. One of the few colleges that still insist upon Latin or Greek as a prerequisite for entrance, Hamilton also requires the candidate for the degree of bachelor of arts to pursue one of the classical languages while in college. All but three hours of the freshman course is required. Thereafter the elective system prevails, but within definite regulations which the faculty and trustees have framed to prevent both narrow concentration and too wide a diffusion of the student's efforts. The courses are divided into three groups; language and literature, social sciences, exact sciences. The candidate for a degree must take at least one course in modern languages, besides his ancient language. During sophomore and junior years he must take work in all three groups, in senior year in each of two groups. This with the required English, mathematics, science and languages of the freshman year insure a fairly well-rounded course. Public speaking has long been a feature of the Hamilton curriculum. All the courses in the department (except an alternative course in dramatic interpretation) from freshman to senior year are required of all students. They comprise work in written and oral composition, declamation, debating and oratory. Students are trained to write original declamations and orations, and are drilled in their delivery. The results are seen in Hamilton's excellent record in intercollegiate debating and in the poise and ease of her alumni.

In the domain of "extra-curricular activities" or undergraduate life, Hamilton has athletic teams in baseball, basket-ball, football, soccer, hockey, tennis, track, cross-country running and fencing. The last named is a recent innovation, but already the college has taken a respectable place in intercollegiate fencing matches. The glee and instrumental clubs are well known and are frequently invited to appear in the cities of the vicinity, and sometimes farther afield. Besides these purely undergraduate activities, in the last few years Hamilton has developed a remark-



HAMILTON COLLEGE CHAPEL

Built in 1814, at Hamilton College, Clinton, nine miles southwest of Utica.

KIRKLAND AND SCONONDOA

Monument to the Rev. Samuel Kirkland, missionary to the Oneidas, chaplain in the Revolutionary armies and founder of Hamilton College, and Sconondoa, the great Oneida chief, in the Hamilton College cemetery. The insignia of the Sons of the American Revolution stands against each monument. Crow Hill, 1303 feet sea elevation, in the distance.

able choir. Professor Paul A. Fancher gives a course in choral music, open only to members of the college choir. Well-trained in the best classical church and secular music, this choir has won not only the approbation of all visitors to the college, but its public concerts in Utica and elsewhere have attracted very favorable notice.

Naturally the choir has most of its activity in the college chapel of which a word is appropriate here. The chapel is a building of fine old American colonial church achitecture, and has received the commendation of so competent a critic as Henry W. Kent of the Metropolitan Museum of Art. Until President Ferry's advent, the president of Hamilton was also college pastor, and preached to the students on Sundays. Now distinguished clergymen of the various Protestant denominations are secured to conduct Sunday services, while the president and some of the faculty conduct week-day chapels. All students are required to attend week-day chapels, but Catholics are excused from Sunday chapel, and other students wishing to attend their own churches on a particular Sunday, for such a purpose as communion, may be excused upon application to the Dean. "The college church" is a voluntary organization of students, faculty and neighbors, under elders and a moderator of their own selection. The latter is a member of the faculty. This organization holds communion service several times a year, and coöperates with the Y. M. C. A. in fostering the spiritual side of college life.

The Y. M. C. A., it has been mentioned, has a suitable building of its own, and is a definite factor in college life. There is a club of students intending to enter the ministry, and a "Newman Club" of Roman Catholics. There are various departmental clubs, such as biology, German, etc., conducted by the students with the assistance of the heads of the departments concerned. Every three years, the Latin club presents a classical play in the original tongue.

At Hamilton, the honor system prevails. The term "prevails" is used advisedly, for not only was the system adopted at the instance of the student body, but it also works. Its maintenance is primarily in the hands of an "honor court", consisting of two seniors, two juniors, one sophomore and one freshman. This court may act upon its own initiative or upon the complaint of a student or the report of an instructor. All apparent infringements of the system are reported first to this court. Its recommendations ordinarily go to a discipline committee containing both student and faculty representatives. Without exception, in

the writer's experience, the recommendations of honor court and discipline committee have been adopted by the faculty and approved by the trustees.

Besides seven national and three local fraternities, Hamilton has chapters of some of the national honorary professional fraternities such as debating and journalism. There are also class societies, such as the "D. T." amongst the sophomores, and others. The "Charlatans" is the undergraduate dramatic club, which is assisted by two faculty members. It does remarkably creditable work, as does the class in dramatic interpretation, which is by no means identical with the "Charlatans."

Phi Beta Kappa has an active chapter at Hamilton, and competition for the coveted "keys" is keen. There is an upperclassman council of ten which has "the regulation of all student discipline, exclusive of the honor system". Here "student discipline" means instruction in the traditions, fads, customs and the like so dear to the undergraduate heart. Athletic matters are directed by four athletic directors who are faculty members, and the "Undergraduate Association," which has a member of the faculty as president, another as treasurer, and some alumni members on its executive committee. An interfraternity council seeks to promote harmony amongst the fraternities, and between them and the non-fraternity students, as well as to uphold the standards of fraternity life. Perhaps the most coveted distinction at Hamilton is membership in the senior society called "Pentagon". Retiring members of this club, at the end of the college year, choose five juniors distinguished for "achievement in athletics and undergraduate activities, good character and scholastic ability". These men are charged with the upholding of the ideals and traditions of undergraduate life, are a link between students and faculty and a prime factor in the maintenance of student morale.

An annual, The Hamiltonian; a Freshman Bible, The Hamiltonian Handbook; a humorous quarterly, The Royal Gaboon, and a weekly, Hamilton Life, are the undergraduate publications.

It is hoped that this sketch will reveal why Hamilton men feel that whatever the storm and stress of life may bring, when Alma Mater calls, "We still will be thy boys".

CHAPTER 108.

The City of Cohoes.

By J. F. Noe, Secretary Chamber of Commerce.

COHOES FALLS—EARLY DAYS—PART OF THE COLONIE OF RENSSELAERWYCK—1811, THE COHOES MANUFACTURING COMPANY—1915, COHOES POWER AND LIGHT CORPORATION—1832, EGBERT EGBERTS BEGINS THE MANUFACTURE OF KNIT GOODS—1836, PETER HARMONY ESTABLISHES THE HARMONY MILLS FOR THE MANUFACTURE OF COTTON CLOTH—HYDRO-ELECTRIC DEVELOPMENT — 50,000 HORSEPOWER PRODUCED FROM COHOES FALLS—OTHER CITY FEATURES—HOME OF THE MODEL OF THE HALF MOON.

Historically as early as 1642, the "Chahoos" of the Iroquois was a place-name, meaning "Beyond the Falls", and for one hundred and fifty years it was "rugged scenery". The precipitous banks of the Mohawk, the falls and the rapids, the pine clad hills and deep ravines, the thunderous roar of its massive cataract, its savage and restless current masked by the spray flung mist, made it the show place of America and the goal of travelers who, surfeited with old world marvels, came here to see and be charmed.

History records that the roar of this mighty cataract could be heard for miles, so great was the volume of water from this fall. What with civilization more or less denuding our forests, only in the spring floods do these great falls approach their former scenic grandeur. At the foot of these falls is now located one of the largest hydraulic electric power plants in the United States, furnishing power and light for industrial and domestic purposes in the Capital district.

Previous to the year 1811, the present site of the city was a large tract of land centered by this great water fall. The Cohoes south shore section was part of the great manor of Rensselaerwyck set up in 1636. It is probable that this Mohawk River outlet section of the "Colonie", as it was termed, had some settlement soon thereafter. As the Colonie lands were then leased, there is little record of white occupancy of this region in those early days. There was a small settlement at Cohoes after the Revolution but the present city's area then mainly consisted of farmland and waste land.

In 1811 the Cohoes Manufacturing Co., which was incorporat-

THE HALF MOON

Model of the vessel in which Henry Hudson sailed up to present Albany in 1609. A feature of the Hudson-Fulton Celebration of 1909. Photo taken at the time of the Cohoes Celebration of 1924, when the Half Moon was brought to Cohoes, where it is now placed in Riverside Park. (Photo by H. V. Bush, Canajoharie).

(Photograph by H. V. Bush, Canajoharie).

Van Schaick House on Van Schaik Island in the Sprouts of the Mohawk. The island was fortified by General Schuyler in 1777 for defense against Burgoyne's invasion.

ed for the manufacture of cotton, woolen and linen goods, ironmongery, etc., purchased this course of land and built a factory and several buildings. The water power for the factory was supplied by a wing dam extending into the river. This company operated with more or less success until 1827, when the factory was burned. Then the property was sold to the Cohoes Company, which was incorporated March 28, 1826, which started the city in its great manufacturing career. This company owned the entire water power of the river from one-half mile above to one mile below the falls. The stone dam above the falls is one of the most substantial structures of its kind in the country. It was built in 1865 and is 1,443 feet in length. By means of this dam, the entire waters of the Mohawk can be directed from its natural channel and impressed into the service of the manufacturers.

A series of canals branching from the main outlet of this dam supply water power to the industries which yearly were attracted to Cohoes by this vast water power. In 1915, the Cohoes Company changed hands, all water power and property rights to the old company passed to the new owners, the Cohoes Power & Light Corporation. This company immediately began the erection of the present hydro-electric plant which now supplies electric current for power purposes to all Cohoes industries.

This plant was built in 1915, at which time there were installed three units of 10,000 horsepower each. In 1921 there was installed the fourth unit of 10,000 horsepower and the plant at the present time has a capacity of 40,000 horsepower. By 1925 the fifth unit of 14,000 horsepower will be installed, which will give this plant a capacity of 54,000 horsepower. The advancement is more clearly shown by the continued increase of power output as shown over each year, i. e.:

Year	Total Kilowatts Generated
1918	45,422,100
1919	74,379,500
1920	93,442,700
1921	87,540,800
1922	102,179,570
1923	108,250,700

The knitting business, now one of the most important industries in the country, was first established in this city some ninety years ago. The business was inaugurated by Egbert Egberts, then a resident of Albany, N. Y., who employed the mechanical genius of a young machinist by the name of Timothy Bailey of

COHOES FALLS

View from south bank, showing stream at low water occupying a narrow channel made by pothole erosion.

Ballston Spa. In the latter part of the 16th century, there had been invented by a young curate of Calverton, England, by the name of William Lee, a hand knitting machine. It is said that more than three hundred improvements have been made to this machine since that time. In the latter part of the 18th century the Lee machine was brought to this country and set in place in Philadelphia, Germantown, New York City and several other places in the middle and eastern states. Mr. Egberts bought one of these machines and Bailey invented the first power appliance to be attached to a knitting machine in this country. With the invention of this machine Mr. Egberts built a mill in Cohoes in 1832 and started the manufacture of knit goods, the first of its kind in the United States. From this starting point Cohoes has grown to one of the largest knit goods centers in the United States.

In 1837, when Cohoes was a village of about 1,000 people, the Harmony Manufacturing Company as it was then known and composed of New York capitalists, commenced the erection of a cotton factory, the first of its kind in Cohoes, on Harmony Hill, the germ of the immense establishment which is now foremost among the manufacturing concerns of this city. The capital was $100,000, which was increased in 1839 to $150,000. The building, which is now standing immediately south of Mill No. 1, of which it forms a part according to the present arrangement of the company, was erected by Joshua R. Clarke and was completed the following year.

In 1866, while excavating for Mill No. 3 of the Harmony Manufacturing Co., workmen unearthed a pothole in which an almost complete skeleton of a mastodon was found. The bones were mounted and form the celebrated "Cohoes Mastodon", now on view in the State Museum in Albany. Alongside the skeleton stands a life-like, life-sized reproduction of the mastodon and the skeleton and reproduction forms one of the most interesting exhibits of the kind in the country.

Cohoes is located in the center of one of the best agricultural and dairy producing districts of the United States. The soil and climate are admirably adapted to the production of all kinds of crops. It enjoys facilities for transportation by river, canal and railroad which are unsurpassed by any city of the union. The development of the Deeper Hudson project will bring the products of the mills and factories of the city within less than a mile of a point where they may be shipped direct from a deep sea port to all points in the world.

In the eastern part of the city, on the banks of the Hudson River, stands the Van Schaick Manor house, practically in its original condition, which was used by General Philip Schuyler as headquarters in the Revolutionary war.

On an eminence in the western part of the city, commanding a fine view of the Hudson River Valley and surrounding country, stands the new High School, one of the most modern in construction and complete in equipment of any structure of its kind in the State and costing $300,000.

In 1924, the fine model of the Half Moon, which formed such an important feature of the 1909 Hudson-Fulton celebration, was presented to the City of Cohoes and placed in its park. The occasion was marked by an appropriate celebration.

Cohoes boasts of a City Hall built without the usual political graft, of a city government administered for the best interests of the city, of a co-operative public spirit and a welcome to all desirable newcomers.

Cohoes is a flourishing city of 25,000 population, located at the junction of the Hudson and Mohawk rivers. Its principal industries are knit goods, cotton cloth, cotton batts, machinery, iron pipe, wall paper and paper stock, and brick. It is one of the oldest knit goods centers in the United States.

Two Railroads, the New York Central and the Deleware and Hudson, enter the city, giving unequalled shipping facilities to all points, north, east, south and west. The State Barge Canal runs parallel with the eastern boundary of the city.

Twenty-two churches, comprising all denominations, minister to the religious wants of the people; and Athletic and Social Clubs and Fraternal Societies abound for their secular desires. 400 mercantile establishments give every advantage for home trade and serve the city efficiently. Cohoes has one of the most efficient Fire Departments in the state, as evidenced by a Class A rating by the State Underwriters.

CHAPTER 109.

SCHENECTADY—A BRIEF SOCIAL STUDY OF AN INDUSTRIAL CITY.

By Charles M. Ripley, E. E.

It is unnecessary to describe Schenectady as a place to work. The whole world uses Schenectady's electric lighting and power machinery, steam and electric locomotives and radio devices. Schenectady is also the home of WGY, one of the most popular radio broadcasting stations in the world.

But there are other things in life besides work, and this will describe Schenectady as a place in which to live.

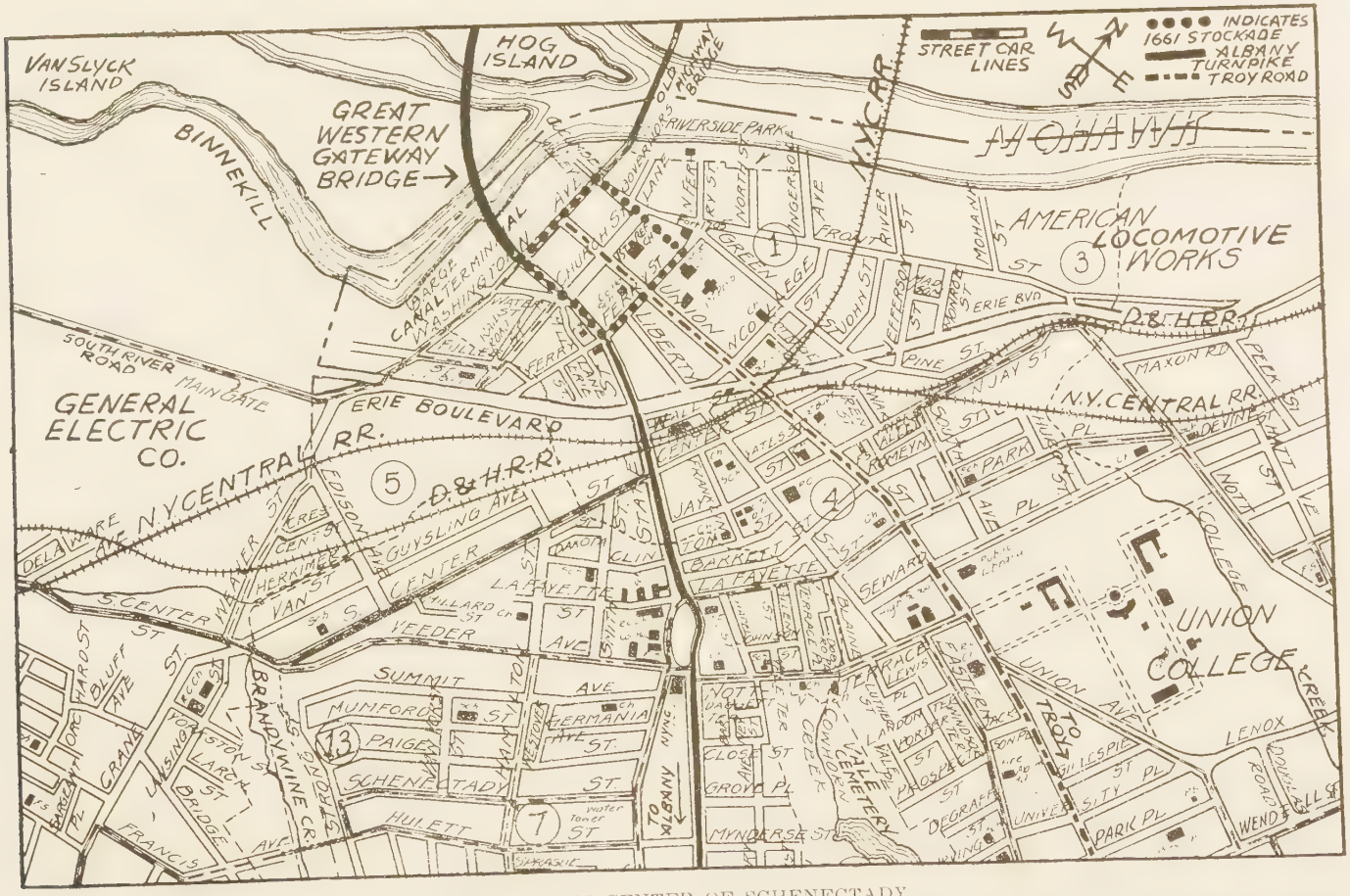
First.—Location. Schenectady is 17 miles from Albany, on the main line of the New York Central, the Delaware and Hudson, and Boston and Maine railroads. We are about four hours distant from New York and six hours from Boston.

Schenectady is 15 miles from Albany and about the same distance from Troy by very direct highroads which are trunk line automobile routes. The Albany Turnpike is the connecting link between the Albany Post Road (from New York to Albany) and the Old Mohawk Turnpike, beginning at Schenectady and continuing westward the route of the New York-Buffalo Highway.

Located 40 miles to the northwest are the Adirondack Mountains; 40 miles northeast are the Green Mountains of Vermont; 40 miles south are the Catskill Mountains; and the heart of the beautiful Berkshires is 40 miles to the east. Are we not fortunate to be located, you might say, at the junction of four famous mountain ranges, which, with their hundreds of lakes, are the playground of the eastern portion of North America? Wordsworth, in describing one of the eastern mountain ranges, said:

> "Ah! that such beauty, varying in the light
> Of living nature, cannot be portrayed
> By words, nor by the pencil's silent skill;
> But is the property of him alone
> Who hath beheld it, noted it with care,
> And in his mind recorded it with love."

And Schenectady lies exactly at the hub. The spokes in our



MAP OF THE CENTER OF SCHENECTADY

Showing the position of the original stockade erected in 1661-2, which was burned in the French-Indian massacre of 1690. The Albany Turnpike (old Skanetade Trail) now State street, is shown running to the Schenectady terminus of the Great Western Gateway Bridge to Scotia, where the Old Mohawk Turnpike continues the New York to Buffalo Highway westward. The stockade of 1662 is indicated by dots.

imaginary wheel are the world famous roads of New York State —super-boulevards—on which even a Ford car can easily obtain a speed of 40 miles an hour. In about an hour one can get into any one of these mountain ranges, where thousands go fishing, hunting, snowshoeing and where other outdoor sports abound, winter and summer.

So much for the environment of Schenectady. There are also scores of advantages and achievements right inside the city. We are proud that among the 16,000 houses in our city, only 485, or three per cent. are not equipped with electric light. Ninety-nine per cent. of our citizens live in either one family or two family houses; so there are no tenements as in the larger cities. This gives practically everyone a front yard, a back yard and two side yards.

Another thing everybody appreciates is the water. Although the city is on the bank of the Mohawk River, nevertheless all the drinking water is pumped from deep Artesian wells. Hydraulic motor tank trucks flush the streets with water, and the garbage and ashes are collected without charge, the former being made away within a destructor plant.

Schenectady is one of the few cities in the Mohawk Valley which has a sewage disposal plant. Most of the contents of the city sewers is purified in the disposal plant, which is located near the garbage destructor, well outside the city. This helps to keep the river pure, not only benefiting the swimmers, but also those living down stream.

A City Health Center with ten nurses is well equipped to give medical advice, and the visiting nurses make regular inspections and teach hygienic living. A Baby Welfare section for years has been giving special attention to the kiddies.

The Tuberculosis Committee is a devoted and aggressive organization which has established itself in the confidence of all elements of the community.

The Ellis Hospital was recently enlarged and a nurses' school added. To make this possible, over $400,000 was raised by popular subscription in a whirlwind campaign lasting only one week, all elements coöperating. And what is the net result of all these facilities upon the health of our citizens?

ENVIABLE RECORD.

The death rate per thousand in Schenectady in 1922, according to the New York State Department of Health, was lower than in any other city of its size in New York State. Only four other

MAP OF SCHENECTADY COUNTY, SHOWING TOWNSHIPS

State or county highways completed ——————

State or county highways under construction - - - - - - - - - - - -

Town or county improved roads ——— ——— ———

Town roads not improved . . . . . .

MAP OF SCHENECTADY COUNTY, SHOWING IMPROVED HIGHWAYS

From the Agricultural Manual of New York State.

cities of equal size in the United States have lower death rates: these being Akron, Ohio; Seattle, Washington; Fort Worth, Texas; and Milwaukee, Wisconsin. The exact figures are 10.0 deaths per thousand in Schenectady, 9.9 per thousand in Milwaukee, 9.9 in Fort Worth, 9.6 in Seattle, and 7.5 in Akron. The highest death rate was 17.8 per thousand in Memphis, Tennessee. The data in all other cities listed was higher.

On the subject of infant mortality for 1922, only 81 per thousand of Schenectady's babies died under one year of age; whereas 92 per thousand babies died in Baltimore, 92 in Boston, 96 in Pittsburgh and 187 in Delhi, India. The above statistics would show that Schenectady is a healthy place in which to live.

And what else makes a city a good place for a man and his family to live in? The spirit of the people in a social way. Ours is a democratic citizenship—we all mind our own business—are independent and self-supporting, since practically every house has a bread winner, and we have no idle rich.

SCHOOLS.

Now let us take the schools. All the pupils in the grade schools receive free text books. Special rooms on the roof of some of the schools were built for anemic children, and during the winter last year, 23,214 lunches were provided free by the city to the children in these classes. This does not include summer schools.

In this city of approximately 100,000, the grade school enrollment last year was 16,500—a very high attendance. Enrollment in the Schenectady High School was 21½ per cent. of the enrollment in the grade schools—a remarkable record for high school attendance.

Almost 50 per cent. of the students who enter grade school later enter High School, whereas the average for the whole United States shows that only 14 per cent. of those who enter grade school ever get as far as the high school.

You will conclude from this that not only are the schools appreciated by our citizens but also that Schenectady is not afflicted with the curse of child labor. In the big Electric Company, only 1.8 per cent of all employees are less than High School graduating age. This figure includes both office and shop employees.

SAFETY.

And is Schenectady a safe place in which to live? The Department of Public Safety (which includes the Police Department) is exceptionally well organized.

In the big Electric Works, which employs nearly 20,000 people, very careful records are kept of accidents. Figures averaged for six years show that only one-eighth of one man per thousand lost his life in a fatal accident in the big factory. Government statistics show that four men out of every thousand lose their lives in metal mining each year, that three and a half men per thousand lose their lives in coal mining every year, and that three men per thousand, strange to say, lose their lives every year in fishing and fisheries. So it would appear that it is 25 times more dangerous to fish than to work in the big electric factory in Schenectady.

The average loss by fire in this electric works for the past ten years has been only $39 per fire. The Schenectady Fire Department is completely motorized—not a single horse-drawn vehicle remaining.

PLAYGROUNDS.

And what else has been done to help the kiddies—to make them safe, happy and healthy?

Schenectady has 37 playgrounds for the children, equipped with sand, shoot-the-chutes, rings and other equipment to develop their health and keep them off the streets. And is their time all spent in play? Indeed not—for in the playgrounds in the summer, 23 skilled instructors conduct free open-air classes, where they teach dressmaking, cooking, millinery and basketry. The raffia is furnished free for the basketry classes, and baseballs and bats and tennis rackets are provided for those who wish to play the more grown-up games, all without charge.

PARKS.

Besides these 37 playgrounds, open winter and summer, there are seven parks comprising 232 acres. Every summer there are free movies and band concerts in the parks. It has been found that free ice cream for the children is cheaper than fireworks on the 4th of July.

A stadium and artificial lake were built by the Unemployment Committee in one of the parks four years ago—paid for partly by voluntary contributions and partly by bond issue. All the work was done by the unemployed. The building contractors, hardware dealers and other business men donated the necessary materials and tools, so that all the money appropriated and donated went to the payroll to help relieve the unemployment situation.

SUMMER SPORTS.

Two artificial lakes have been constructed in different parks, which, in addition to the Mohawk River, give ample opportunity for the health giving sport and exercise in swimming. The lake water is analyzed every Friday by Dr. Warren B. Stone, the City Bacteriologist, and to keep it pure a million and a quarter gallons of fresh city drinking water is pumped in every night between 10 p. m. and 6 a. m. The swimming in Iroquois Lake in Central Park is supervised by the Bureau of Parks which furnishes four city-paid instructors, all being Red Cross Life Saving experts. They devote their entire time in the summer teaching young folks swimming and life saving.

The Red Cross maintains a patrol along the river manned by Red Cross Life Saving experts.

The 33 shower baths installed in the parks with hot and cold water are much patronized by visitors, especially those using the 31 municipal tennis courts.

WINTER SPORTS.

Indoors at the swimming pools in different public schools, city-paid instructors who are members of the Red Cross Life Saving Corps, teach boys and girls to swim. Members of this same corps conduct weekly meetings in the pool of one of the city schools at which instruction in life saving methods are given.

The park lakes and the river freeze over in the winter and ice carnivals are conducted with skating races, skiing contests, etc., where fancy skaters of world-wide reputation perform before audiences as large as 12,000 people.

One of the reasons why so much public recreation has been carried on is that the Director of Public Recreation and the Superintendent of Parks and Playgrounds are two positions filled by the same individual. This prevents the division of responsibility, and the handicapping of recreation by departmental red tape.

AUTOMOBILE TRAFFIC.

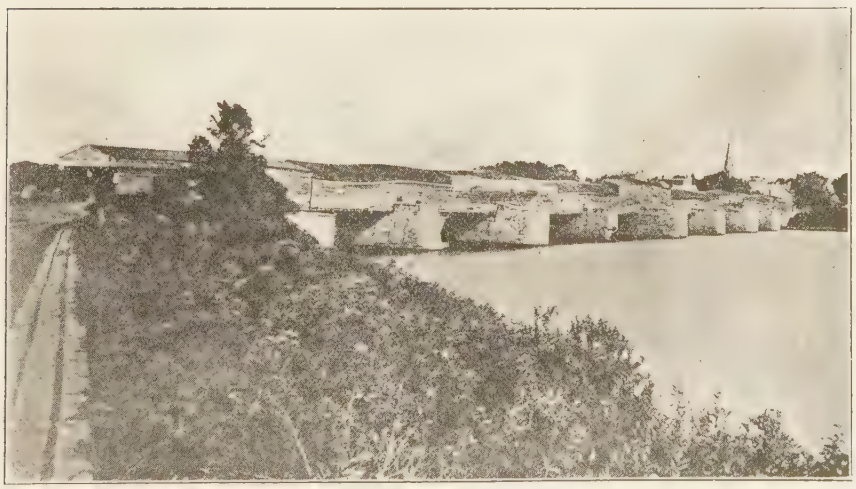
The city planners found that in two years the number of pleasure cars in Schenectady had increased 78 per cent. There were almost 17,000 auto licenses sold in 1923 and our allotment was 19,525 in 1924.

Schenectady has more automobiles than Russia, Norway, Poland, Austria, Holland, Chile, Portugal or Czecho-slovakia.

Schenectady has nearly twice as many automobiles as Japan,

THE MASONIC TEMPLE

of St. George's Lodge, No. 6, F. & A. M., organized in 1774.



THE OLD SCHENECTADY COVERED BRIDGE

First built in 1808 as a wooden suspension bridge and later covered. Its piers formed those of the later iron highway bridge.

China, Porto Rico or Roumania; and nearly three times as many autos as Egypt, Ceylon, Indo-China or Venezuela, and nearly five times as many as Greece, Hungary, Turkey, or Morocco; and eight times as many as Syria, Panama, Jugo-Slovakia, Columbia or Siam.

There are 93 countries, nations or kingdoms in the world that haven't as many autos as Schenectady. In fact, we even have more automobiles than telephone subscribers—possibly more than telephone instruments.

The 19,000 automobilists in 1924 are looking forward to the completion of the beautiful new Erie boulevard. This is now being constructed as a new cross-town thoroughfare on the land formerly occupied by the old Erie Canal—in former days an unsightly stream as well as an obstruction to city traffic.

The new concrete Great Western Gateway is nearing completion and will be our third vehicular bridge over the Mohawk.

And, on the river bank, close to the bridge head, the new million dollar VanCurler Hotel will soon be finished. The guests will command a superb view up the Mohawk Valley, with its 1300 foot grassy slopes, so characteristic of the hills of upstate New York.

CITY IMPROVEMENTS.

A City Planning Commission has been appointed by the mayor and already Mr. Harland Bartholomew—an expert—has been engaged. New and wider streets are an important feature in the attractive and orderly development of a city; and our progressive elements are working with the Commission and the expert, to provide these new and better streets, as well as to connect up our various parks with a boulevard system.

UNION COLLEGE.

The Schenectady youth who seeks a higher education may take advantage of the excellent facilities afforded by Union College for training along collegiate lines. The accessibility of the college to all parts of the city enables the student of limited means to live at home while engaged in his studies. For the ambitious young man desiring to continue his education, but who must be occupied during the day, night classes are held at the college. The popularity of these classes is evidenced by the large enrollment each year.

CHURCHES.

The Schenectady clergymen address the largest congregations the world has known, for each Sunday a complete church service is broadcast from a different Schenectady church by the General Electric Company's Radio Broadcasting Station, WGY. Not only is the sermon sent out by wireless, but also the choir and organ music, responsive reading, prayer and congregational singing. In addition, an afternoon vesper service is broadcast at 4:30 o'clock. Thus those in the country and in the city can obtain spiritual guidance; and for those sick at home or in hospitals, or otherwise unable to attend divine worship, the sad hours are quickly turned to minutes by bringing the church to their very bedside.

CONCLUSION.

We are glad to have had this opportunity of taking you on this inspection trip to our city, and we hope you will personally visit us. Automobilists are granted free camping privileges in the parks, with undreamed of facilities. On your vacation, or at any other time motor over to Schenectady and see the city that lights and hauls the world and furnishes it with radio. Here live the men that put the fire in amplifier.

Camp in the city tents in our parks, play tennis on some of the tennis courts which are provided, take a shower bath with hot or cold water or a swim in the lake—and your little boy and girl should learn to swim with the safe and speedy Schenectady stroke.

Replacing the bed of the old Erie Canal in Schenectady is Erie Boulevard, regarded in our city as one of its most notable public improvements of recent years. It is wide and roomy and was recently the scene of a large industrial exposition which was attended by thousands of visitors from outside the city.

The following were the leading manufacturing and industrial enterprises of Schenectady in 1925, employing a total of from 25,000 to 30,000 employes: Dynamos, motors, electrical equipment, mattresses, lumber products, medical products, locomotives, plumbing supplies, radio parts, city directories, maps, paper boxes, printing, cigars, insulations, building stone, novelties, collars, cuffs, shirts, baseballs, fire works, soft drinks, monuments, tile flooring, pulleys and gasoline engines, bread, varnish, building blocks, cement blocks, awnings, aprons, book bindery, wall plaster, brooms and brushes, porcelain insulators, ice cream, knit gloves, furniture, manufacturing and assembling of girders and beams, silk underwear, bricks, automobile accessories, electric signs.

CHAPTER 110.

SCHENECTADY A TOURING CENTER.

SCHENECTADY, AT THE EASTERN GATEWAY TO THE WEST THROUGH THE MOHAWK VALLEY AND THE CROSSING OF TWO FAMOUS HIGHWAYS—STRATEGICALLY LOCATED AMIDST EASTERN MOUNTAIN RANGES—WONDERFULLY EQUIPPED PARK CAMP USED BY 6,000 MOTORISTS LAST YEAR.

By C. M. Ripley, E. E.
General Electric Company, Schenectady.

Motor campers, or camping motorists, whether they live north, east, south or west, are very likely to drive through Schenectady, N. Y., and when they do so, a welcome awaits them in Central Park, where in 1923, 6,000 people camped and enjoyed the facilities provided by the Park Department.

If you drive from the Great Lakes to Boston you pass through Schenectady—the eastern Mohawk Valley, "Gateway to the West."

Canadians who tour from Toronto, Montreal or Ottawa to New York and the New Jersey coast resorts, pass through Schenectady.

Therefore, this "Electrical Capital of the World" is at the crossing of the two great highways: (1) New York to Montreal, and, (2) Boston to Buffalo, by way of the Old Mohawk Turnpike, to the west.

It makes no difference whether you are going to cross the Green Mountains, over the Mohawk Trail, or cross the Berkshires, over Jacob's Ladder—Schenectady is on your route.

And if you are driving from the Great North Woods to Asbury Park or Atlantic City, from mountain to seashore, you have the opportunity of enjoying the hospitality of Schenectady parks, without driving a single mile out of your way.

Take, for instance, those who live in the middle west—say, Ohio (using air line distances), Columbus, Ohio, is 1,150 miles from Denver, Colorado, at the beginning of the Rocky Mountains, yet it is only 450 miles from Utica, N. Y.—lying on the southwest slope of the Adirondacks and Columbus, Ohio, is only 470 miles from the Catskills, and 530 miles from the Berkshires;

SCHENECTADY, A MOTOR TOURING CENTER

Map showing the Mohawk Valley, Hudson Valley, Catskill and Adirondack region in circles of 25, 50, 75 and 100 miles of Schenectady. By courtesy of the General Electric Co.

while the Green Mountains of Vermont are only 550 miles away, and the White Mountains in northern New Hampshire, close to Maine and the Canadian border, are distant only 630 miles.

So five northeastern mountain ranges are comparatively close to the middle west and the motorist from the Mississippi and Ohio River valleys can reach these playgrounds of the east by an easy and pleasant ride of but three or four days.

And Schenectady is a good "base of operation" for the tourist, for it is practically the hub city. It lies at the crossroads of the great highways which thread through the passes and the notches in these eastern mountain ranges. And New York State's justly famous roads lead you to tempting trout streams, babbling brooks, waterfalls, huge dams, small sized cataracts and lakes by the thousand. In New York State alone there are twelve hundred lakes, among them being the famous Fulton chain on the southwestern slopes of the Adirondacks, the Finger Lakes amidst the grape growing district of New York State around Ithaca; and Watkins Glen, one of the greatest scenic spots in the east, is but a few miles from Ithaca, at the southern end of Cayuga Lake and the seat of Cornell University.

Au Sable Chasm, the little Yosemite of the east, lies on the eastern slope of the Adirondacks and Niagara Falls is but a few minutes spin from Buffalo.

Along the Hudson, the new Storm King Highway, West Point, lies on the eastern edge of the Catskills and Ashokan Dam and Reservoir which provide New York City with water, lie only nine miles inland from the Hudson River. On the eastern slope of the Catskills, the Rip Van Winkle Trail and the Mohican Trail are near Catskill, N. Y. Phoenicia lies in the heart of the Catskills, just south of the Kaaterskill Notch.

From Schenectady the road to Schoharie opens a beautiful old-time section set amidst the steep and wild foothills of the Catskills, along the Schoharie River. This famous route runs southward through the heart of the Catskills to Catskill on the Hudson and Kingston, while the road along the Cobleskill (a branch of the Schoharie) takes you to Oneonta and Binghamton.

Northward, from Schenectady, runs the famous old Indian trail to Ballston Spa, the birthplace of General Abner Doubleday, the inventor of the game of baseball; Saratoga, the place of the healing waters and of the site of one of America's famous race tracks; Lake George, most beautiful of America's lakes; to historic and picturesque Lake Champlain, and thence to the St. Lawrence, Montreal, Ottawa and Quebec.

(Photo by Courtesy of the Office of the State Engineer and Surveyor).

THE GREAT WESTERN GATEWAY BRIDGE

This is one of the longest concrete bridges in America, crossing the Mohawk River, from Schenectady, over Van Slyck and Hog Islands, to Scotia, on the north river shore. It is for foot passengers and to carry the enormous motor car traffic of the Old Mohawk Turnpike, which begins in Scotia at the right-hand end of the bridge in this picture.

Westward, from Schenectady, runs the greatest automobile touring trunk line in the United States—the Old Mohawk Turnpike section of the New York, Boston and Albany to Buffalo highway. Its ninety-five mile course through the Mohawk Valley affords a scenic tour of wonderful picturesque and historic interest. The history of Schenectady and the Mohawk Turnpike are closely interwoven and the tourist, running westward from the city over this route, covers much of the ground originally settled by the hardy Holland Dutch pioneers of Schenectady.

Schenectady offers unusual facilities to motorists over the famous touring routes which run north, south, east and west from the Electric City.

In 1923, 6,000 people from 43 different states of the United States camped in Central Park, Schenectady. The park itself covers several hundred acres and includes Iroquois Lake, eight acres in extent.

Campers are provided with police protection, eight iron army field stoves and eating tables and settees sufficient to accommodate 2,500 people. There are available nine water faucets, twelve shower baths with dressing rooms and lockers, free bathing beach with bathing suits to rent if desired. There are twenty-five canoes and twenty-five boats for rent at 25c per hour.

A trained registered Red Cross nurse and three swimming instructors are all on duty from 9 A. M. until 9 P. M. Besides the "shoot the chutes" and two spring boards, there is complete playground apparatus. In addition, there is a baseball diamond and ten tennis courts. Besides the lake, there is a lagoon about a quarter of a mile long and also a casting platform where anglers can show their skill with rod and line. Every Sunday afternoon, during July and August, there is a concert by one of the finest 28-piece orchestras in New York State.

Campers have available telephone and telegraph service. There is also a grocery store in the park selling eggs, butter, bread, beans, sugar, tea, coffee, fresh milk, evaporated milk, candy, peanuts and other articles needed by campers and visitors.

The camping ground is illuminated with 14 lights by night, and by day is protected from the hot sun by a beautiful grove of elm trees.

In 1924, a new $25,000 Casino was finished with roof garden equipped with picnic tables. Dressing rooms for those using the twelve shower baths, a baby welfare station in charge of a trained Red Cross nurse, and a playroom for the kiddies, and other facilities are offered by the Casino.

Last year a party of Canadians camped at Central Park on Christmas Eve and proceeded on south to Atlantic City.

Tourist campers in Central Park, Schenectady, N. Y., April 15th to October 1, 1923: State and number of campers: Maine, 41; Vermont, 23; New Hampshire, 54; Massachusetts, 512; Rhode Island, 98; Connecticut, 245; New York, 546; Pennsylvania, 201; New Jersey, 171; Delaware, 20; Virginia, 18; West Virginia, 16; Kentucky, 10; Florida, 49; Ohio, 424; California, 102; Wisconsin, 35; South Dakota, 1; Illinois, 302; Indiana, 127; Colorado, 25; Oklahoma, 3; Iowa, 84; Michigan, 245; Missouri, 29; Mississippi, 7; Texas, 35; Nebraska, 25; Alabama, 5; Arkansas, 17; Oregon, 6; North Carolina, 7; Maryland, 46; Louisiana, 4; Tennessee, 12; Minnesota, 70; Washington, 7; Wisconsin, 9; Kansas, 16; Georgia, 6; Washington, D. C., 57; total, for United States, 4,714. From outside United States: London, Ont., Canada, 10; Toronto, 69; Ottawa, 11; Montreal, Quebec, 11; Hamilton, 2; Dunham Inn, 2; Sidney, Nova Scotia, 9; Vancouver, B. C., 2; Honolulu, Hawaiian Islands, 3; Balboa Heights, Canal Zone, 2; Pretoria, Transvaal, South Africa, 2; Lavrik, Norway, 5; total 128. Grand total, 4,842.

The following table shows the air line distances of scenic spots and prominent cities from Schenectady: Place and air-line distance from Schenectady: Lake Placid, 110 miles; White Face Mountain, 115; Saranac Lake, 110; Mount Marcy, 90; Au Sable Chasm, 120; Lake George, 42; Bennington, Vt., 38; Manchester, Vt., 53; Rutland, Vt., 77; Indian Lake, 77; Speculator, 55; Keene, N. H., 87; White River Junction, N. H., 95; Mohican Trail, Catskill Mts., 40; Rip Van Winkle Trail, Catskill Mts., 41; Phoenicia, 55; Ashokan Dam, 59; Kingston, 62; Storm King Highway, 91; Watkins Glen, 150; Oneida Lake, 90; Boston, Mass., 155; Worcester, Mass., 120; Springfield, Mass., 87; Providence, R. I., 150; New London, Conn., 125; New Haven, Conn., 120; Bridgeport, Conn., 115; New York City, 150; Philadelphia, Pa., 215; Binghamton, N. Y., 120; Ithaca, N. Y., 132; Syracuse, N. Y., 125; Buffalo, N. Y., 262; Rochester, N. Y., 200; Montreal, Canada, 185; Mt. Washington, White Mountains, 170.

CHAPTER 111.

THE GREAT WESTERN GATEWAY BRIDGE—SCHENECTADY TO SCOTIA.

By Capt. Ernest D. Hendricks, Eastern Division Engineer.

The plan for constructing a new bridge across the Mohawk River between the City of Schenectady and the village of Scotia originated first under the general plan for the Barge Canal improvement, the intention being to construct a bridge to take the place of the bridge known as the Glenville Bridge, which is the present (1925) bridge being used between the City of Schenectady and the Village of Scotia. Under this plan $500,000 was set aside. The necessity for constructing a new bridge was that the distances between the piers of the Glenville Bridge were too narrow for safe navigation and the clearance between the old bridge floor and the water surface was not sufficient. Under the original plan the location of the new bridge was fixed approximately a short distance upstream from the old Glenville Bridge to proceed directly across the river approximately parallel to this bridge.

Before the State Engineer's Department had completed the preparation of plans for the new structure residents of Schenectady conceived the idea of having the State build the new structure half a mile further upstream and substituting for the modest but entirely adequate bridge as contemplated by the State Engineer's Department, an imposing structure consisting of numerous concrete arches. Investigation was made to determine the character of the foundation at the new location. These investigations disclosed the fact that for at least 100 feet below the ground and bed of the river the underlying material was an extremely fine sand of the nature of quicksand.

In 1917, the State Engineer was directed to make plans and specifications for the proposed bridge. In 1919, a bill was again introduced in the Legislature, passed that body and was signed by the Governor. Under this bill, the present structure is (1924) being built. This bill fixed, not only the location of the bridge but its character, and made, subject to the approval of the City of Schenectady, the cost of the structure to be paid as follows:

A small portion by the City and County of Schenectady and Village of Scotia; a sum set aside from Barge Canal moneys and an additional appropriation to be raised by the taxation of the State as a whole. The location as fixed by this law stated that the bridge should extend from the junction of State Street and Washington Avenue in the City of Schenectady to a point in Mohawk Avenue in the Village of Scotia and is to extend as a direct continuation of State Street westerly to a point on an island in the Mohawk River, and from that point to extend in a straight line to Mohawk Avenue, 300 feet westerly of Shonowee Avenue and Mohawk Avenue in the Village of Scotia. This location requires a sharp curve in the bridge for if the structure were continued in a straight line from State Street in Schenectady it would never reach the opposite side of the river but would eventually encounter the same banks from which it started some distance west of Schenectady.

Immediately upon the signing of this law by the Governor, the Department of State Engineer and Surveyor made the surveys, prepared the maps and descriptions for obtaining the land necessary to construct the bridge. At the same time, a series of borings were taken throughout the entire length of the bridge and at the location of each pier in order that plans for adequate foundations could be prepared. Based upon this information the first contract was prepared for the approaches to the bridge. This contract was advertised in July, 1919. The contract, however, was not let until February 10, 1920, for $235,000, owing to the fact that the City of Schenectady had not made available its share of the money for the construction of the bridge. The contractor for this work immediately proceeded to work and this contract has been completed for about three years.

The second contract was ready for letting on December 16, 1919. This contract amounting to $962,000 was not let however until August, 1920, for the reason that owing to the great increase in the cost of labor and materials between the time when the first plans and specifications were prepared in 1917 and the letting of the contract in 1920, sufficient money had not been made available by the Legislature and an additional appropriation was necessary. This contract was completed two years ago or at the close of 1922. The bid price for this contract was $962,000. However when the foundations for these piers were uncovered it was found that after driving test piles the material underlying some of the piers was more unstable than was estimated from the bor-

ings and it was necessary to increase the cost of this second contract to something over $1,000,000.

Before the third contract for the structure could be let, which was to include the arch ribs, sidewalks and roadway slabs, it was necessary to ask for additional money. This was obtained in 1922 and the third contract was let on July 15, 1922, for $740,000. Owing to the falling prices of labor and materials the third contract was let for considerably less than the Engineer's estimate. The work under this contract is now progressing and will probably be completed about the first of June, 1925.

In the meanwhile the fourth contract has been prepared and is ready to be advertised for paving and lighting the bridge and for the Schenectady and Scotia approaches, it having been impossible to complete the Scotia approach as this approach will cross the main Mohawk Valley turnpike and, until the remainder of the bridge is ready for traffic it is not practicable to block the main east and west highway.

The present structure when completed will be about three-fourths of a mile in length. It will consist of massive abutments on both the Schenectady and Scotia sides of the river with a wide boulevard approach on the Schenectady side and a circle on the Scotia side into which will enter six roadways. The bridge itself consists of twenty-three reinforced concrete spans varying in length from 106 to 122 feet and a main channel span of steel, covered with concrete, of 212 feet. This latter channel span is the only change that has been made in the original law. It was necessary to make the main channel span of lighter construction masonry, owing to the unstable nature of the foundation of the piers.

The main channel span will be the highest point in the bridge and crosses the Barge Canal channel. The bridge floor at this point is over sixty feet above the water surface in the river. The bridge when finally completed will be the most imposing structure in the State crossing the canal. The bridge itself will be of sufficient width, for two interurban trolley tracks with ample width between tracks and curbs for highway traffic, and wide sidewalks. There will be an ornamental balustrade on both sides of the bridge throughout its whole length with adequate lighting facilities. Considerable attention has been given to the aesthetic features so that the structure would be well proportioned architecturally. The strength of the structure will be ample for any possible present loads and probably for any possible highway loads in the distant future. In spite of the treacherous nature

of the foundation there is no question in the minds of the engineers who have been responsible for the design and construction of this structure that there will ever be any settlement or failure of these foundations.

This bridge violates three fundamental engineering and economic conditions, namely, it crosses a stream at its greatest width; it is a masonry structure on unstable foundations; it directs an extremely heavy through traffic into the main business street of a large city where already the traffic congestion is intolerable. It will cost at least four times as much as an equally useful and better structure would have cost. The benefits derived are a wide, beautiful and impressive structure to carry the east and west traffic of the Mohawk Turnpike, and a great increase in real estate values in a section of Schenectady where values were decreasing, and the possibility of utilizing the land occupied by two islands in the Mohawk River. Already a large and handsome hotel is being erected at one end of the bridge, while plans are under way for a public park adjacent to the structure.

The total nominal cost of the bridge will be approximately $2,500,000. Of this the City of Schenectady, County of Schenectady and the Village of Scotia have paid $267,000. The remainder will be paid by the State of New York. The principal items in the construction of this bridge, for which payment will be made are as follows:

100,000 cu. yds. of excavation.
70,000 cu. yds. of embankment.
60,000 cu. yds. of concrete.
3,000 tons of steel.
18,000 sq. yds. of paving.
220,000 feet of piling or about 40 miles if placed end to end.

The actual cost of this bridge will be greatly in excess of $2,500,000 as two of the contractors engaged on this work have lost money.

CHAPTER 112.

TRAFFIC OVER THE GREAT WESTERN GATEWAY BRIDGE.

THE GREAT WESTERN GATEWAY BRIDGE, THE EASTERN PORTAL OF THE MOHAWK VALLEY GATEWAY TO THE WEST—SCHENECTADY BRIDGE HISTORY—THE FOUR SCHENECTADY BRIDGES OVER THE MOHAWK RIVER—FACTS AND FIGURES OF INTEREST RELATIVE TO THE GREAT TRAFFIC PASSING OVER THE GREAT WESTERN GATEWAY BRIDGE AND THE OLD MOHAWK TURNPIKE—MR. HARRY FURMAN OF SCHENECTADY THE ORIGINAL ADVOCATE OF THE G. W. G. B.

The Great Western Gateway Bridge at Schenectady is one of the most important and impressive bridges on any of the main trunk line highways in the United States of America. It forms the eastern gateway to the Mohawk Valley mountain pass leading to the west, and it is the beautiful eastern portal of the Old Mohawk Turnpike, America's greatest automobile road. This Schenectady-Scotia bridge is today (1925) the only handsome and artistic bridge structure in the Mohawk Valley and it should furnish a model and standard for future bridge construction in this region. The Great Western Gateway Bridge, with its approaches, is three-quarters of a mile in length.

There are four bridges crossing the Mohawk at Schenectady: The Great Western Gateway Bridge, carrying automobile, highway, interurban trolley and foot passenger traffic; the old highway bridge, carrying the Schenectady Railways Co. (electric) tracks and traffic; the New York Central R. R. bridge and the Delaware and Hudson R. R. bridge.

The Mohawk was crossed by ferry at Schenectady for 150 years after the city's settlement. In 1808 the first bridge was built here. It was a picturesque wooden suspension bridge and was considered a marvel of bridge-building skill and its stone piers formed the supports of the later iron (1874) highway bridge. A bridge built in 1798 blew down before completion. The wooden suspension bridge was covered about 1820. In 1874 the Remington Ilion Bridge Works built the iron highway bridge here. This was a toll bridge up to March 11, 1920, when it became free. The toll franchise brought in $25,000 annually

to the town of Glenville. In the old turnpike days here was the first Mohawk Turnpike toll gate, going west.

The following concerning the Great Western Gateway Bridge has been furnished the editor of this work by the Great Western Gateway League. The opening paragraphs indicate, to the reader, the reasons for the selection of the name of the bridge. The figures concerning the automobile traffic crossing the Mohawk river at Schenectady are most impressive. To one who knows the growth of this traffic in recent years, the future estimates seem most conservative. Probably nine-tenths of this Schenectady Mohawk river bridge automobile traffic passes, in whole or part, over the Old Mohawk Turnpike, which may be truly said to begin at the eastern portal of the Great Western Gateway Bridge at the foot of State Street in Schenectady where the Great Western Gateway Hotel now stands.

The Great Western Gateway League contribution follows:

Through the Gateway of Schenectady, before the coming of the white men, passed, with messages of peace or war, the chieftains of the Iroquois on their way to the council fires of the Confederacy of the Five Nations.

Through this Gateway advanced the intrepid vanguard of western civilization, unterrified of the red and savage horde with its menace of massacre and sudden death. Through this Gateway, under the banner of Human Liberty marched the embattled Continental hosts to meet and conquer the minions of the oppressor King.

Through this Gateway, at the command of the Statesman, Clinton, flowed the waters of the Erie to meet the waters of the Hudson, and the portals of this Gateway first heard and answered with their echoes the shrill whistle of the iron horse.

Through this Gateway, to-day, by water and by rail, moves the vast commerce of the western continent.

The figures given below show the rapid growth of traffic over the old highway bridge over the Mohawk River from Schenectady to Scotia and figures showing what the travel will be over the Great Western Gateway bridge in 1930 and 1935 and the total of the whole period:

AUTOS AND TRUCKS CROSSING SCOTIA BRIDGE YEARLY

Year	Autos Regular	Total Autos and Trucks	Persons
1901	500		
1910	62,000		

Year	Autos Regular	Total Autos and Trucks	Persons
1914	169,260	193,200	579,600
1918	463,758	541,600	1,629,800
1920	557,000	668,400	2,005,200
1925 (est.)	837,000	1,004,400	3,013,200
1930 (est.)	1,127,000	1,352,400	4,057,200
1935 (est.)		1,724,400	5,173,200
Total from 1920 to 1935—			
15-year period		19,067,400	57,200,400

The following prediction was made by the Great Western Gateway Company League in 1919:

The above table for the 15-year period reaches the phenomenal number of 19,067,400 and the number of persons in autos during the same period is 57,200,400. In addition to this there will be approximately 6,570,000 foot passengers and 273,000 wagons, making a total of approximately 60,043,400 persons in autos, wagon and pedestrians that will cross this bridge in the next fifteen years.

The basis for the above figures is taken from a report by the Secretary of State, for the years 1901-1919 and the future estimates are based on curves made from these figures, also on 200 automobile days a year and three passengers to a car. This is the basis used by the Auto Club of America.

Secretary of State, Francis Hugo, wrote of the Old Mohawk Turnpike and the Great Western Gateway Bridge:

"The road west to Utica which passes through the territory of the Scotia Bridge and East to Pittsfield is one of the greatest single arteries in the United States."

* * * * * * * *

The Utica Saturday Globe of May 24, 1919, had the following concerning the men who were largely responsible for the creation and construction of New York State's most beautiful bridges and one of America's greatest works of concrete construction:

"The Great Western Gateway is an accomplished fact. Yesterday it was the vision of a dreamer who stood nearly alone at times, but one who had the courage of his dreams and whom rebuffs and discouragement could not shake off from his purpose to make his dream come true. To the men who assisted in putting over this great project all praise is due. Without the hearty co-operation of Senator Marshall and Assemblyman Machold, without the vital assistance of Senator Sage, the work of years would have come to naught. And without the broad vision of

Governor Smith in grasping the potentialities of a Greater New York to which this project will vastly contribute, the whole plan would have failed.

"But the Great Western Gateway is a dream come true, and the dreamer is to-day receiving the only reward he ever desired—the knowledge, known to a few friends that his was the plan, the foresight, and the indomitable courage that will give to the Greater Schenectady of the next generation a piece of engineering which will stand as a monument to a dreamer who made his dream come true.

"Harry Furman was the dreamer. His was the courage and enthusiasm that opposition could not quench and failure oft repeated could not shake from his purpose. When others doubted, he dreamed on, never relaxing for a moment his determination to make this dream come true. His enthusiasm and courage were contagious. With him have stood a few men who worked indefatigably and all are reaping the only reward they have ever sought—the reward of those who work unselfishly for the good of others."

THE GENERAL ELECTRIC COMPANY

A view of the buildings standing around the square at the main gate. Photo by courtesy of the General Electric Co.

CHAPTER 113.

GENERAL ELECTRIC COMPANY.

By C. M. Ripley, E. E.

MOHAWK VALLEY IS CRADLE OF ELECTRICAL INDUSTRY—WONDERFUL WORK OF GENERAL ELECTRIC CO. ENGINEERS AT SCHENECTADY, N. Y.—DR. CHARLES P. STEINMETZ, FOREMOST WRITER OF ROMANCE OF ELECTRICITY.

ROMANCE IS DEAD.

"Romance is dead, and the world is gray,
The olden glamor has passed away"—
Yet, when I write to my Love afar,
By hill and valley, by sea and land,
Under Tropic or Northern star,
Vast forces answer to my command.
Ships and horses and trains and men—
Straight they carry my words to her,
And ever as swift as a wheel can stir
Bring me her message back again!

"Romance is dead!"—yet I touch a spring
And the hands of a Master play for me,
Or I summon the Queens of Song to sing,
Thrilling my soul with their melody;
"Romance is dead!"—yet a switch I throw
To waken the magic spells I know,
And the room about me leaps alight,
For I have called on the power and might
of modern Genii to bring to me
This radiance, making the darkness flee!

"Romance is dead and its magic flown,"
And yet wherever I gaze, I find
Miracles wrought in steel and stone
And huge enchantments to 'maze the mind,
The lightning's harnessed—the floods are still,
Held in bondage to do my will;

The General Electric Co. Works, part of Schenectady, the Mohawk River and Islands, Scotia, the Great Western Gateway Bridge, old Highway Bridge, New York Central Railroad Bridge. Photo by courtesy of the General Electric Co.

Who was the fool—the fool and blind,
Dullard and laggard both—who said,
"Romance is dead"?

—Berton Braley.

It was in the early eighties that Thomas A. Edison was riding westward from Albany on the New York Central. As the train passed through Schenectady, this genius visualized the manifold advantages of the old Dutch town as a factory location. It had transportation, roads, railroads, and water. It had a healthful climate surrounded by the Catskills, Adirondacks, Berkshires and Green Mountains.

And as Edison further investigated, he found other advantages—undiscovered by most—which made Schenectady an ideal site for a big industry. And so Edison's vision and judgment resulted in the Mohawk Valley being the cradle for the great romance of electrical achievement.

For here 25,000 men and women are working under unsurpassed conditions, turning out electric products that go all over the world and which lift the loads, carry the burdens, and turn the wheels which human and animal muscles formerly lifted and carried and turned.

Far up in the Himalaya Mountains of India are water wheel generators which harness the mountain cataracts. Far up in the Rocky Mountains at the very antipodes, freight and passenger trains, of unprecedented length are hauled across the Rocky Mountains and the Cascade Mountains by electric locomotives.

South African and Japanese railways, Philippine sugar mills, Carolina cotton mills, New England weaving mills, Pennsylvania and Montana mines now use the electrical machinery turned out in Schenectady.

Right after Thomas Edison located in Schenectady, the firm was called "The Edison General Electric Company," and when Edison united with Prof. Elihu Thomson, of the Thomson-Houston Electric Company, Lynn, Mass., the name of the firm was changed to the General Electric Company, which now throughout the United States employs 76,000 people—manufacturing, selling, purchasing, advertising—in a hundred different lines of activities.

But the Schenectady works in itself is one of the wonders of the world. Miracles have been performed here in the X-Ray, in the Research Laboratory, which perfected the electric lamps

hanging above your head, in the improved lamps which have made the motion picture industry possible.

Dr. Charles P. Steinmetz said that the romantic side of industry is a reality, though most people can only see the grimy and uninteresting routine of production. He pointed out to many the curious spectacular and awe inspiring scenes in this big industrial plant. He said that the writers of today are out of touch with the twentieth century and that they have never seen the poetry of our scientific and engineering twentieth century. And Dr. Steinmetz wrote, "There is more poetry, more romance in the advances which we have seen in our life time than in all the tales of bygone ages.

"We navigate the depth of the ocean by submarines. Thanks to electricity in the spark, we fly to the higher altitudes of the skies by aeroplane. We fling the human voice over thousands of miles across continents and oceans by telephone. Still unborn generations will hear the living voices of our musicians bequeathed to them by the phonograph. Our great, great grandchildren will see in action the prominent men of today recorded and everlastingly perpetuated by the cinematoscope—new historian of these great times.

"There is romance in the life of the vigilant mariner who listens to wireless messages from distant shores.

"There is romance in the mighty spinning tops, the steam turbines, fed by the stored sunlight of prehistoric ages—ages when ferns were giant trees and our ancestors were crawling things in the slime on the shores of the lagoon—not very long ago as time is counted in the universe. Turning at a speed which would carry it across the continent in a few hours were it not imprisoned in the power plant, some single turbines furnish mankind with electricity equaling the power of 60,000 horses. They turn night into day and propel the electric train with the speed of a gale. They actuate mines and factories and make possible wonderful material unknown to former generations.

"In the modern power plant and factories, there is more romance and poetry than there has ever been in the history of the past; but we must be living with it to see and understand it. That is, we must be living with the men of our century and not sheltered in the dust of past ages."

So wrote Dr. Steinmetz, the Electrical Wizard of Schenectady.

Would you like to take an inspection trip of this big factory—a city in itself? Yes? Then come with me.

THE GREAT INDUSTRIAL ORCHESTRA.

In walking down the great avenue we come to building 49. As we enter the door of this long structure, 1,200 feet long, you glance at your watch. It is 12:27 P. M. The only sound is the low conversation of a few men sitting together as the end of the dinner hour draws near.

We walk down the aisle of the building viewing the giant machines which tower high above our heads on either side, when suddenly the roar of the 12:30 whistle interrupts our thoughts.

Before the whistle stops blowing, we see one man neatly fold up his newspaper and put it in his coat pocket; and scarcely has the sound of the whistle died down than there arises sharp and clear, the shrill whine of a motor driving one of the smaller machines tools. But it is only for an instant that the high soprano of this motor fills the building, for almost immediately it is followed by a second machine—one whose motor sings a tenor note; and we had not taken twenty steps after the blowing of the whistle before the deep, rumbling grunt of a boring mill takes up the bass. In less time than it takes to describe it, lathes, drill presses, cranes and hand tools, all join together singing their respective parts, and we are surrounded by a great industrial orchestra—the building reverberating to the indescribable song of American industry. A step more and the sharp staccato strokes of some pneumatic tools dominate the song and then an overhead electric crane swoops down and gently deposits 17 tons of cast iron at our feet.

All around us, reverberating from the high ceilings and resounding from the whitewashed walls, is the voice of steel as it tortures steel, fabricating electrical machinery to drive the wheels of world-wide industry. Turbines that propel ships, generators for use in power plants, motors for steel mills, yes, these giant machines that emancipate labor from dull drudgery, these machines that do the muscle work and allow the operators to work more with their brains than with their muscles—they will soon be in the customers' hands, throughout the four quarters of the globe.

Examine one of these machines—of what are they composed? Chiefly copper, iron, steel, wood, cotton, silk and rubber. A yellow man spun the silk in Japan, a black man picked the cotton in Texas, a brown man tapped the rubber trees of Ceylon for the insulation around the wires, people in the uttermost parts of the world picked, dug, scraped, dragged and carried the raw materials which are now being assembled into machines that help

(Courtesy of the General Electric Co.)

EDISON AND STEINMETZ

The two electrical wizards during Edison's visit to the General Electric Co. in 1922.

the human race. The iron was made from Minnesota ore, smelted in south Chicago with Michigan limestone, and coke made from Pennsylvania or West Virginia coal. The armatures of the motors are bound with phosphor bronze wire. Each ounce of this wire involves the carrying of its ingredients almost 16,000 miles; for the copper travels 2,700 miles from Montana, the zinc came 2,000 miles from Oklahoma and the tin 11,000 miles from Singapore—and combined they make the toughest wire known to the engineer.

What a world-wide mechanism is the electrical business, drawing its parts from Tropics and Orient, from the Old World and the New, and then sending the electrical machine back to help gather more material to make more machinery.

And the shipping of these giant machines is a study in itself. Let us visit Building 50—the department in Schenectady where the apparatus is boxed and crated for its long arduous journey.

Think of the preparation necessary to insure the safe delivery of electrical machinery to South America, for instance. It goes by railroad to New York, by boat to South America, and from the boat it is unloaded into canoes. These canoes are paddled as close as possible to shore and then the boxes or packages of carefully made electrical machinery are cast into the surf. Then they are dragged to shore and trucked to a railroad station and begin a journey of from two to four days more in an open or flat car to the end of the line near the foot of the mountain; then four days more in an open boat with an Indian or peon as pilot. And then, after the river ceases to be navigable to boats, the Yankee motors and generators are loaded on the backs of mules for their long journey up the narrow winding paths of the Andes Mountains.

And the shipping experts in Schenectady are acquainted with the habits of the people and even of the insects of foreign lands. The termite is an insect in India which feeds chiefly on wood and does not leave even as much as sawdust after he has completed his meal. On one occasion a row of telegraph poles in India were completely eaten up by these termites and in 48 hours nothing was left but the wires and glass insulators. Schenectady engineers have found that there are only three things which resist this insect, namely, stone, iron and humble coal tar. So that all boxes that are sent to this section must be thoroughly coated with coal tar just as the workmen spread it thickly on the roof of a building.

And to the opposite end of the earth—Alaska—machinery is boxed for transportation by Eskimo dog teams.

STEINMETZ HELPS.

For many years, it had been found that the shipments of machinery were damaged by rust although they were perfectly protected from rain and snow. Various experiments were tried using special kinds of cloth, special coatings of tar and in some cases, an entire metal box of zinc or lead, apparently hermetically sealed, was used as a container. The shippers were baffled until Steinmetz advised that the boxes be made open instead of closed and that breathing holes should be provided so as to keep the temperature inside the box the same as the temperature outside. And it worked! The generators for the Great London Underground Railway arrived at the power house free from rust. But it was found that the mice on shipboard had taken advantage of the breathing holes in the boxes and had eaten the insulation off some of the copper wires. So from that time on, a wire screen or netting was tacked on the inside of each of the Steinmetz breathing holes.

So from that day to this, whether it be an electric locomotive for the Panama Canal or a steam turbine for power plants in Japan, all export shipments have been made in open boxes rather than closed boxes.

Yes, there are mighty interesting things here in the Mohawk Valley—there is not a race of civilized or semi-civilized people in the world that can't read the name Schenectady on the bronze name plate of the weird electrical machines which help them at their tasks.

USING ENERGY OF SUN.

If a group of men want to harness a waterfall, they call on the engineers from this Mohawk Valley Electrical Town that "lights and hauls the world." These engineers know how to change the energy of the sun into electricity, using water as the power transmitting medium.

And the massive electrical generators are the essential links between the mountain torrents and the electric power lines of copper. For it is the energy of the sun that lifts the water high up into the clouds and gives us not only food, clothing and shelter, but heat, light and power.

THE FABLE OF THE FOUR RAINDROPS.

On a warm summer afternoon, four drops of water lay on the bay. As the sun blazed hot, these drops evaporated, ascended heavenward and helped to form a cloud. The cloud blew northward. One drop of water fell in a garden and helped furnish mankind with food. Another drop of water fell in a field of cotton and helped to give mankind clothing. The third drop fell in a forest, nourished a tree and helped to provide mankind with shelter. But the fourth raindrop was not destined to furnish man with food, clothing and shelter, but to give him heat, light and power.

On and on it went further northward until it dropped on a mountain peak. Slowly it crept down the edge of the rock, then joined some brothers in a tiny rivulet, then tumbled into a mountain brook and soon into a raging torrent as it thundered down the mountain side, emptied into a river and flowed back into the sea. For ages and ages, this great cycle has been going on—water, mist, clouds, rain and water again; up from tropics to arctic lands and down again—countless billions of tons of water lifted and carried countless of billions of miles. Our forefathers stood impotent beside the great mountain cataracts, unable to use the priceless energy which was wasting itself in roar and mist; for there was missing that vital link—electricity.

But now electricity takes the power of our mountain cataracts to the cities where it turns the wheels of industry; to our mines where it first dislodges and then hoists the coal or metals to the surface; and it is electricity that spins out the power of the water fall over a band of copper arteries along the path of the transcontinental electrified railway.

Schenectady—in the Mohawk Valley—supplies huge electric generators for scores, yes, for thousands of these mountain and river power plants.

Let us visit Building 16 in the Schenectady Works, where the men have shown the utmost ingenuity in handling large armatures and fields weighing sometimes over a hundred tons. The generator field of a water wheel generator of 12,000 H. P. capacity is 25 feet in diameter, with a total weight of 115 tons. Here just recently were completed the 70,000 H. P. generators for the latest Niagara Falls power plant. So from the manufacturing standpoint, the men in Building 16 who have built millions of H. P. of these waterwheel generators, face the most colossal problems of size and weight which exist in the whole General Electric Company.

INTERIOR OF BUILDING No. 60

General Electric Co. Works, Schenectady. By courtesy of the General Electric Co.

So great do these machines become as they are assembled that it is necessary to bring the tools to the work instead of bringing the work to the tools. Large size drills, and slotting machines, some of them three times as tall as a man, and weighing 40 tons, are easily moved by the overhead traveling electric cranes (which are a priceless boon to factory labor all over the world), to the generator being assembled on the iron floor.

Next let us see how the General Electric Company makes turbines—the kind that makes electricity out of steam.

So we walk out again to the broad, well-paved avenue. We pass the restaurant that serves a million meals a year, by means of four conveyor belts, all during the rush hour four men are served their mid-day meal every second. Across the street is the hospital whose slogan is "Every scratch is an accident." The workers in offices and shops alike, are instructed to have even the slightest scratch scientifically dressed at the hospital, so as to prevent infection, such as recently cost the life of our President's son.

In the same building with the hospital is the Fire Headquarters housing the Chief, his staff and the main apparatus. So effective has this crew been in fire preventive and fire extinguishing measures that over a period of ten years the average loss per fire was only $39!

Here the Main Avenue broadens, grass plots and trees suggest a boulevard, a band stand suggests a park and when one learns that there are 70 miles of railroad tracks inside the factory one begins to get the impression that this institution is a city in itself.

Then there looms before us a monument towering high above our heads. It is made of iron and steel, and is a splendid example of the fact that there is still some sentiment existing in a big busy industrial plant.

This monument is an old turbine—the first big turbine ever built. It worked for eight years in the Commonwealth Edison Company's power plant in Chicago. Then it was superseded by more efficient steam turbines, but it was not scrapped! It was brought back to its birthplace and erected here as a monument to commemorate the beginning of the big turbine business and the resulting wide use of electricity.

Let us now enter Building 60—one of the biggest machine shops in the world. 'Tis here they are building turbines ten times larger than this giant monument standing amidst the grass plot in front.

Here at our left is a machine being completed of 60,000 horse power. This can do the *muscle* work of 600,000 men; for roughly, each horsepower is the equivalent of ten men. But a man cannot work 24 hours a day while these turbines do, as this machine can furnish as much *energy* as 1,800,000 men working in three eight-hour shifts. The machine does the *muscle* work, the men provide the *directing skill.*

Can you appreciate how much energy this is? If this amount of power were applied to lighting, it would illuminate a street as wide as Broadway, reaching around the earth.

Applied to power in transportation, it can operate all the street cars in ten or twelve cities each the size of Schenectady.

Applied to power of a destructive nature, this energy operating crushing and grinding machines could chew up the Washington Monument in a few hours and grind it into sand before another sunrise; or applied to numerous metal saws, it could easily saw all the steel in the Woolworth Building into small pieces.

If the energy of this single turbine were used as heat in electric arcs it could melt down the Eiffel Tower and send it crashing into the streets of Paris in a quarter of an hour!

But there are more interesting things about these turbines than their great size and power. Many of these turbines are designed so that they can use steam hot enough to melt lead. A quarter of a second later this same steam comes out of the turbine with a temperature of 79 degrees Fahrenheit—or 18 degrees cooler than human blood. What a wonderful thing these machines are, may be partially grasped when you appreciate that they can rob the steam of its heat energy in a fraction of a second, and turn that energy into electricity to help the human race.

And the building itself is a colossal industrial achievement. There are over a thousand motor driven tools, employing 2,500 electric motors, aggregating over 10,000 horse power. There are over a hundred miles of wiring in the building, 10 miles of steam pipes, and the amount of glass, the number of windows, doors, skylights and so forth would sound like the report of a statistician.

The building contains four million bricks and nearly ten thousand tons of steel, not counting the tools. From the standpoint of fire protection, there is nearly a mile of fire hose, and 7,000 automatic sprinkler heads, and 150 fire buckets stand ready to guard the men and the machines.

Let us read the inscription on some of the big turbines being built: Here is a 50,000 kilowatt turbine for Detroit Edison No. 3.

There a 35,000 kilowatt machine for the New York Edison Company No. 7.

Next a 35,000 kilowatt for the Southern California Edison No. 1.

Then a 35,000 kilowatt for the American Gas & Electric, South Bend No. 1.

A 15,000 kilowatt for the El Paso Electric Railway Co. of Texas.

A 15,000 kilowatt for Pineville and 7,500 for Salem, Mass.

We cannot read them all—there are scores being built right before our eyes.

So you see, this big Mohawk Valley industry called the General Electric Company, makes the apparatus for generating electricity by steam and by water, makes the apparatus for transmitting this energy over mountains and valleys from the power plant, and over and under river and canyon—on to the cities; and this big organization also makes the motors and lamps for using the elctricity, and the apparatus for stopping, starting and otherwise controlling the flow of the current and the speed of the machines. Here they are building the equipment of giant power stations and substations, as well as apparatus to artistically light and heat milady's boudoir or equip a beauty parlor.

Many of the radio inventions were originated here; and much of the radio apparatus is made by the General Electric Company in the Schenectady Works. The famous WGY Broadcasting Station is located here—its high steel tower piercing the sky and adding another lofty touch of romance to the great industrial picture.

The General Electric Company manufactures over 1,000 different products. At the Schenectady Works alone, 690 different products are made, including 58 different types of motors, 33 types of switches and 45 types of generators.

Among the different electrical products made are the following:

Steam turbines and generators.
Water wheel generators.
Generators and dynamos (45 types).
Switches (33 types).
Motors (58 types).
X-Ray Tubes.
Radio equipment for land and sea.
Motor generator sets.
Oscillographs.
Ovens.
Switchboards and panels.
Trolley poles and wheels.
Porcelain specialties.
Glue pots.
Arc lamps.
Air pumps.

Furnaces.
Air compressors.
Trolley equipment.
Long distance transmission material.
Varnishes.
Wires and cables.
Mine hoists.
Soldering irons.
Marine engines.
Subway equipment.
Steam meters.
Regulators.
Controllers.
Pyrometers.
Rectifiers.
Cable reels.
Relays.
Rheostats.
Third rail shoes.
Carbon brushes.
Thermostats.
Watertight door equipment.

Speaking of the wondrous achievements of the present day engineer, some one has written:

"He has started in to tap the resources of the universe for his own advantage. He has set out to make himself at home on this planet. Already he can outfly the eagle on his self-made wings. He can outrun the deer in his automobile. In his submarine, he can outswim the whale. While the watch is ticking off a second, he can send his voice around the world. In an aeroplane, he spans the width of an entire continent in a day. He has torn from the skies the secret of electricity and he uses it as a giant slave to do his work. Nor is his thirst for mechanical power in any degree assuaged. Rather his career of mastery is just begun. Every year that passes brings the world more completely under his subjection. With chemistry and physics as his weapons, he is wrenching from a reluctant universe the secrets of new forces."

And it is in Schenectady, N. Y.—in the historic Mohawk Valley—that the leaders of this wonderful electrical industry make their home.

CHAPTER 114.

"W G Y"

By William T. Meenam, General Electric Co., Schenectady.

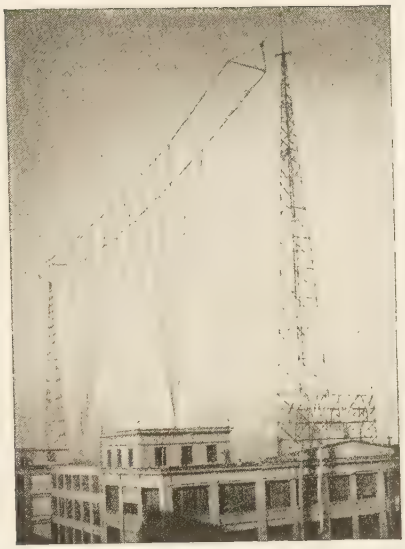
FIRST ON THE AIR, FEBRUARY 21, 1922—ONE OF THREE G. E. BROADCASTING STATIONS IN 1925, W G Y SCHENECTADY, K O A DENVER AND K G O OAKLAND—W G Y, A CENTRAL TRANSMISSION POINT—BROADCASTING NOVELTIES—THE W G Y PLAYERS AND OPERA COMPANY—CONCERTS—BASEBALL, FOOTBALL AND OTHER SPORTS—FARMERS' REPORTS, RELIGIOUS SERVICES, EDUCATIONAL FEATURES, TOPICS OF THE DAY, ETC.—EXPERIMENTAL STATION.

WGY is one of America's most famous broadcasting stations. Its voice has made Schenectady famous to the ends of the earth. Today, WGY is heard in the Netherlands—the little lowland country on the North Sea, from which came the sturdy Hollanders who first peopled the city of Schenectady and the lower Mohawk Valley.

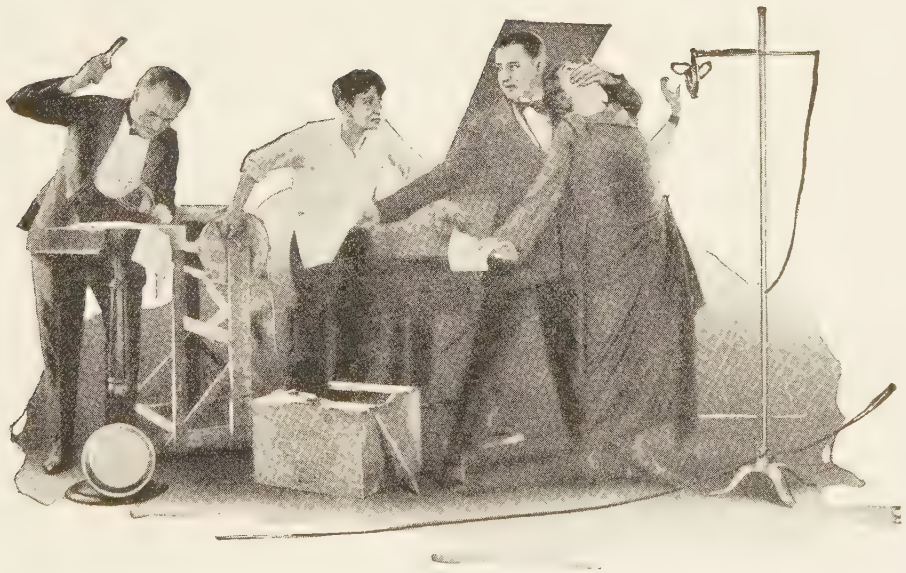
"Voices across the sea" will help the groping "hands across the sea" to eventually unite all mankind in the bonds of brotherhood. The common world interests of humanity form the greatest insurance against war. The radio, the silver screen, the automobile, locomotive, steamship, telephone and telegraph are all agencies of civilization which today are spreading their message of peace, happiness and mutual understanding among the peoples of the earth.

Overlooking the Mohawk River where once glided the canoes of the warriors of the Six Nations, stand the antenna towers of WGY, the great eastern radio broadcasting station of the General Electric Company at Schenectady.

In the days when a few hardy Hollanders colonized the valley, communication was maintained by mounted courier and Indian runners. Months elapsed before news from Europe reached the ear of the settler. Now, by means of radio as exemplified in stations of the type of WGY, news is carried with the speed of light over the entire United States. Under favorable conditions, listeners in the British Isles and in continental Europe, in South America and Hawaii, in Iceland and in Alaska, have heard the voice of WGY. So powerful is that voice that today catches up with yesterday in the west. In May, 1924, a Johannesburg, South Africa, radio experimenter reported that Schenectady vocalists



W. G. Y. AERIAL



THE W. G. Y. PLAYERS IN ACTION

By courtesy of W. T. Meenam, General Electric Co.

had sung "Pinafore" to the Rand. WGY had bridged a distance of 8,043 miles.

WGY first went on the air February 21, 1922. It was one of the pioneer stations in the country. Today it is one of three great stations operated by the General Electric Company. The others are KGO at Oakland, California, and KOA, at Denver, Colo. Any one of these stations is powerful enough to be heard in every part of North America under favorable conditions, and at least one in the chain will be heard in practically all parts of the United States under average climatic conditions.

The Schenectady station is ideally situated from the standpoint of transmission. Its signals reach all the thickly populated eastern states with remarkable regularity at all periods of the year. During the summer months, WGY is the source of entertainment and information for the great vacation populations in the Adirondacks, the Green Mountains, the White Mountains, the Catskills, the New England coast and the Laurentian Mountains of Quebec. Distance is of secondary importance to the radio engineer. His first concern is quality, and WGY ranks with the best broadcasting stations in the quality of its signal.

All three stations in the General Electric chain are operated under the management of Martin P. Rice. He has been responsible for establishing a broadcasting policy in an art which offered no precedents. Under his guidance, WGY and the other stations in the General Electric group have been conducted with dignity; he has been guided by the conviction that the privilege of reaching millions of people carries with it the responsibility of providing those millions with something worth while.

Kolin Hager, studio manager of WGY, has endeavored to build up programs that would contain something to please every one, from the city dweller who has many forms of entertainment to choose from, to the fire warden who maintains a lonely lookout on top of a mountain peak, or the lightship keeper bobbing off the Atlantic Coast. Popular dance music is offered, but the emphasis is placed on the better types of musical composition. News bulletins are broadcast, as well as special reports for the farmer, such as produce market quotations and weather forecasts. Various state departments use WGY to reach the ear of a great mass of people. The health department gives a weekly "health talk"; the conservation commission and the state highway department use WGY for educational talks. With the co-operation of the faculty of Union College, educational talks have been offered on a variety of subjects; afternoon addresses of particular

interest to women are given weekly, among them being a series of talks by instructors in the home economics department of the New York State College for Teachers. Sunday school teachers find instruction and profit in the weekly review of the International Sunday school lesson; book lovers enjoy a weekly book review.

In the field of professional and amateur sport, WGY has gone further than merely providing a brief story giving results of contests. The station has been direct-connected to the scene of some of the leading national and international sporting events, permitting the listeners to get a word picture of the event at the instant of its occurrence. The World Series baseball games were vividly presented to the listener—in fact, the impact of bat and ball could be heard at times; the international polo matches were transmitted, as were (1924) races in which Epinard, the French thoroughbred, competed with the pick of the American turf; leading football games were described play by play; one or two prize fights, in which national interest was manifest, were broadcast blow by blow.

WGY, with other national broadcasting stations, had an important part in the presidential campaign of 1924. The Schenectady station was direct connected to the colosseum in Cleveland in which the Republican National Convention was held, and to Madison Square Garden in New York where the national delegates of the Democratic party assembled to choose candidates. The radio listeners in remote parts of the country, who, heretofore, had only read of these great meetings, heard the sound of the gavel, the nominating speeches, the balloting; in fact, practically everything that took place. As the campaign progressed, they heard speeches by the three leading candidates for the presidency, President Calvin Coolidge, John W. Davis and Robert M. LaFollette, and they heard the candidates for governor give their views on state issues. The result of broadcasting political conventions and campaign speeches is problematical, but political writers, in analyzing the vote, give radio an important part.

Station WGY has earned a reputation for variety and quality of program. Shortly after the station was opened it was seen that the radio audience would soon tire of a repetition of vocal and instrumental numbers, even though artists of national repute were broadcasting. Accordingly, the station organized groups of entertainers, such as the WGY Orchestra, the WGY Light Opera Company, the WGY Symphony Orchestra, the Georgia Minstrel Boys and the WGY Players.

These groups are drawn on for novelty entertainment. For example, periodically the station puts on a farmers' night program. On one occasion it was Uncle Josh Quinby's golden wedding anniversary; later, Uncle Josh had a "huskin' bee." The Georgia Minstrel Boys have given several minstrel shows and each was followed by a heavy volume of complimentary letters. The same group also produced a burlesque of the national conventions. The light opera company has offered several popular operas, including three or four of those by Gilbert and Sullivan.

Among the most popular entertainers are the WGY Players, who weekly present a drama. The organization followed an experimental production of "The Wolf". The radio drama proved a positive success and the station was urged to continue to present the dramas. Other plays were produced and a little group of talented actors was enlisted which is now nationally known as the WGY Players.

The repertoire has included plays running in New York and those which had had successful runs. Comedy, melodrama, farce and tragedy were all tried and with each production a technique distinctive from the stage presentation was built up. In the radio drama, sound alone must be relied on to supply the quality of realism. The listener builds his own scenery, mentally, and the sound impressed upon the microphone must be such that it will stimulate his imagination and assist him in imagining a suitable setting for the action.

Aided by the imagination of the listener and a few lines of speech, a simple sound device will create a convincing forest fire, as was done in "The Storm". In this play a plumber's blow torch held close to the microphone gave the sound of wind-blown flame, and matches broken near the pick-up device simulated the sound of crackling, burning tree limbs. Among the plays that have been presented are: "The Green Goddess", "The Passing of Third Floor Back", "The Fool", "Icebound", "The Thirteenth Chair", "The Littlest Rebel", "The Spy", "Grumpy", "The Merchant of Venice" and "Silence".

By means of land wires or a portable transmitting set working on a short wave of low power, connecting church and control room, WGY has offered Sunday services from a large number of Schenectady churches, as well as from churches in Troy, Albany, Amsterdam and Gloversville.

An important development of broadcasting during the year 1924 was the interconnection of two or more broadcasting stations and the transmission of a program which originated near

one of the stations in the chain. WGY participated frequently in such broadcasting, a notable instance being the broadcasting of addresses by President Coolidge and John W. Davis, on the eve of election, when twenty-three stations were wire-connected to New York and to Washington.

WGY is permanently connected by land wire to the studio of WJZ, the New York station of the Radio Corporation of America, and these stations frequently exchange programs. WJZ, for example, has broadcast several of the radio dramas from WGY as well as the minstrel shows. From WJZ, the Schenectady station received a series of concerts by the New York Philharmonic Orchestra, Goldman's band, two or three musical comedies direct from New York theatres, and banquet speeches by nationally known men. When the round-the-world fliers were welcomed in New York, WGY transmitted a description of the approaching planes as broadcast by the pilot of an escort airplane equipped with a low power transmitting set. The signals were picked up fifteen miles away, amplified, and carried by wire to WJZ, where they were amplified again and brought by wire to the control room of WGY.

On October 30, 1924, WGY participated in an interesting and successful experiment in radio relay. The Schenectady and Oakland stations of the General Electric Company were the first and last stations in a relay of campaign speeches delivered in New York. The addresses were brought by wire to WGY and the 380-meter wave of WGY was picked up by KDKA in Pittsburgh. KDKA rebroadcast the signal and KFKX, in Hastings, Nebraska, passed it on to KGO, in Oakland, California, which rebroadcast the speeches, originating in New York, for a period of forty-two minutes.

A large experimental station has been erected by the General Electric Company just outside the city of Schenectady. This will be operated in conjunction with WGY, and another voice from the Mohawk Valley will be heard afar.

CHAPTER 115.

AMERICAN LOCOMOTIVE WORKS—SCHENECTADY

By H. J. Downs.

GROWTH OF AN IMPORTANT MOHAWK VALLEY INDUSTRY FROM ITS ORGANIZATION IN 1848—EDWARD ELLIS AND WALTER McQUEEN, THE MOVING SPIRITS OF LOCOMOTIVE MANUFACTURING AT SCHENECTADY —INTERESTING LOCOMOTIVE CONSTRUCTION DEVELOPMENT.

For more than three-quarters of a century locomotive building has held a leading place in the commercial interests of the Mohawk Valley.

Through its identification with this industry, Schenectady first became known the world over. From New York to China, fromt South Africa to Alaska, steam locomotives have carried the name of Schenectady to the four corners of the globe.

Back in 1848, when Schenectady had a population of 6500, its citizens raised the capital that contributed to the establishment of the Schenectady Locomotive Engine Manufactory.

The Norris Brothers of Philadelphia, who already had an eminent reputation as locomotive builders, having built an engine in Philadelphia as early as 1831, were engaged to manage the business. The stockholders, all citizens of Schenectady, agreed to contribute an amount not to exceed $40,000, $20,000 of which was for buildings, $17,000 for tools and $1,000 for "ground." Tools and machinery to the value of $10,576 were to be furnished by Edward S. Norris. The Norris Brothers agreed to pay the interest on the capital invested, annually; also to pay back the whole capital in eight years, and in that way become the sole owner of the works themselves.

The initial enterprise was carried on for about one year. One engine ("Lightning") was built and then the affairs of the Company turned out so badly that the Norrises were obliged to abandon the works.

The little locomotive plant lay idle for about a year when the company was re-organized on June 14, 1851, and came under the control and ownership of John Ellis, Daniel D. Campbell, Simon C. Groot, and Sebastian Bradt. These gentlemen bought up the

small holdings of those at first interested for a little more than half their original valuation and capitalized the new company at $60,000. The concern was given a new name—The Schenectady Locomotive Works—which it subsequently held until the time of the merger with the American Locomotive Company.

John Ellis was by far the most conspicuous personage then connected with the works. He was the first president of the company after its reorganization. It was largely due to his keen foresight and shrewd business ability that the Schenectady works was put on a secure financial foundation. Mr. Ellis was a native of Scotland and possessed a goodly amount of Scotch grit, temper and courage. He had no school education, but had succeeded in several business ventures before locating in Schenectady which gave him the necessary confidence and "wherewithal" to successfully carry out this new enterprise. The Scotch temperament of Ellis caused him to frequently come into serious conflict with his associates, and affairs at last came to a climax. His partners demanded that he name the price at which he would sell and they would do likewise. Their price was so high that they thought he would be compelled to sell. He asked for time in which to decide and in the interim went to the Mohawk Bank and made the necessary financial arrangements. In an hour or two he returned and with his Scottish accent surprisingly informed his partners that he would "tak it". It is said that this event occurred during the business depression of '57 and '58, but nothing seemed to daunt John Ellis when he had decided to pursue a certain policy. It is thought that Ellis paid his partners $60,000, thereby becoming for a time sole owner of the works.

Through the instrumentality of John Ellis, Walter McQueen, a famous mechanic, was induced to come to Schenectady as Superintendent of the plant. This position was held by Mr. McQueen from 1851 to 1876 and during this time McQueen engines became known the world over as a synonym for the output of the plant.

In 1865 Mr. Ellis died and the property came into the hands of his sons, John C. Ellis, Chas. G. Ellis, Edward Ellis, Wm. Ellis and Walter McQueen.

From that time the company had a steady and uniform increase in size and capacity. There are many of the old employes who have laid down their tools to enjoy the fruits of their labor, who can recount, step by step, the growth of the "Big Shop", as it was called with pride from its earliest beginning to the present enormous plant. Their sons and their grandsons who have taken

their places, now build locomotives of a type and capacity of which they never dreamed.

The first locomotive built at Schenectady was a very small affair weighing twelve tons. It was built for the Utica and Schenectady Railway and would be interesting today merely as an exhibit in a museum. This locomotive was named "Lightning". It had 16x22-inch cylinders, 7-foot driving-wheels, and a boiler pressure of 120 pounds. The boiler was 42 inches in diameter with 116 two-inch tubes ten feet long. The heating surface was 670 square feet. This little locomotive had a tractive power of 6,850 pounds and if in service today could haul approximately 450 tons.

By considering the "Lightning" in contrast with the enormous Mallet locomotive built at the Schenectady Works for the Virginian Railway, the progress of seventy years of locomotive building is most apparent. The "Lightning" with its 670 square feet of heating surface has given place to a locomotive with 8,606 square feet of heating surface and 2,120 square feet of superheating surface. The little machine capable of exerting a tractive power of 6,800 pounds has given place to an enormous machine capable of exerting a corresponding force of 176,600 pounds. Whereas the "Lightning" would haul 450 tons, the Virginian Mallet has hauled a train of 17,600 tons.

It is worth while in considering even so briefly locomotive building at Schenectady that Stevenson's Rocket was built in 1829, only twenty years before the first locomotive was built at Schenectady. Even with this in mind on the one hand, and the vast extent of the country and its industries on the other, it is difficult to frame a proper conception of the importance of the locomotive development represented at Schenectady in the advancement of the nation.

Schenectady has the second largest locomotive building plant in the country, and no matter what other industries are now or may hereafter be provided in Schenectady, the name will be known as it has been for years known the world over for its locomotives.

Schenectadians take a great pride in the mammoth works situated in the northern outskirts of the town, the largest and most important of the plants of the American Locomotive Company, the greatest corporation of its kind in the world.

CHAPTER 116.

THE CITY OF AMSTERDAM.

1738-1925—SIR WILLIAM JOHNSON ITS FIRST SETTLER—AMSTERDAM AN IMPORTANT INDUSTRIAL CENTER—"THE RUG CITY"—INTERESTING CIVIC STATISTICS—THE SUBURBS OF CRANESVILLE, HAGAMAN AND FORT JOHNSON—GUY PARK, 1766—NOTES ON SIR WILLIAM JOHNSON'S RESIDENCE AT AMSTERDAM AND FORT JOHNSON.

Amsterdam is pleasantly located on both sides of the picturesque Chuctanunda (a Mohawk word meaning "stony"), its hills sloping upward from the turnpike to a maximum city elevation of 380 feet above the Mohawk, 635 feet above sea level. This point is just where the street passes the city limits into the northern suburb of Rockton, in which the famous Sanford racehorse stock farm (1924) is located. Part of Amsterdam lies on the south shore on both sides of the South Chuctanunda.

A road to Saratoga leads cross-country from Amsterdam. Roads run south to the Schoharie.

Amsterdam—Industrial.

Amsterdam was incorporated as a city in 1885. In 1910, 34 per cent of the inhabitants were of foreign birth and 32 per cent of foreign parentage, the peoples of southern and eastern Europe predominating. Amsterdam is situated in the valley of the Mohawk River, on the Barge Canal and the New York Central and West Shore Railroads. Trolleys connect with Schenectady, Albany, Fonda and Johnstown-Gloversville. The city is an important industrial center, with principal manufactures of rugs, carpets, knit goods, brooms, silk gloves, wool yarn, pearl buttons, box board and paper boxes, linseed oil and machinery. Amsterdam is an important trading center for the adjacent farming section. The city has 70 miles of streets, of which about 30 miles are improved, electric lighting service, a sewer system, municipal water works, two parks, playgrounds, homes for children and aged women, two public hospitals and a tuberculosis sanitarium. A bridge here crosses the Mohawk.

Amsterdam industries in 1912, employing over 1,000 operatives, were: Carpets and rugs, 4,116; hosiery and knit goods, 3,905. Broom making employed 801; silk and silk goods, 770;

woolens and worsteds, 546. Amsterdam is a growingly important industrial center. Its industries started here because of the water power furnished by the Chuctanunda Creek, which has been considerably developed since 1848.

Later statistics than 1912, as to numbers employed in each industry, are not available.

Amsterdam in 1909 had 97 factories with 10,776 employes, an annual manufactured product valued at $22,000,000, which value had doubled in ten years. It has the largest number of industrial operatives and output value of any of New York's 43 cities between 10,000 and 50,000 population. Its chief industry is rug manufacturing in which it is the second rug making city in the state, Yonkers being first. This is also the first city in broom making in New York State. Broom corn at one time largely covered the Mohawk Valley flatlands. This important crop is now grown in the West. Hagamans, village to the north, and Fort Johnson to the west are virtually parts of Amsterdam.

In 1919 Amsterdam had 117 factories, with 19,299 primary horsepower, capital of $40,449,000, 11,497 workers receiving $11,404,000 annually, and a total yearly manufactured production of $52,851,000 (1920 U. S. Census report).

Amsterdam is rapidly becoming the largest rug and carpet making city in America and the world. Amsterdam is not only an unusual and important manufacturing city but it is picturesquely situated on steep hills rising from the Mohawk River. The city has great historic interest as the site of Sir William Johnson's first (1738) valley location and the site of Guy Park, built here by Sir William in 1766. Fort Johnson (1749), just west of the (1924) city limits, is the site of Johnson's third valley location and his first baronial home. Fort Johnson village is in reality part of Amsterdam and will doubtless soon actually become so. It is so considered in this book.

The North Chuctanunda Creek enters the Mohawk on the north bank and the South Chuctanunda on the south shore directly opposite. Chuctanunda means "stony creek."

The Chuctanunda creeks are also said to have been named from an overhanging stony ledge on the north bank of the Mohawk, such stony points or projections being called "Chuctanunda" by the Mohawks.

Lock No. 11 and Dam No. 7, Barge Canal, Erie section, here located, are also known as the Amsterdam lock and dam. There is a river water level rise of 12 feet here, from 255 feet sea level below, to 267 feet above the dam. There is a Barge Canal ter-

VIEW OF THE CITY OF AMSTERDAM

Taken from the Chalmers Knitting Co. mill, on the south side; showing bridge across the Mohawk, the New York Central Railroad and station, (on the extreme right) and the business and manufacturing center of Amsterdam. Green Hill Cemetery (160 ft. above river) is seen on the right horizon line. Photo by courtesy of Capt. Ernest D. Hendricks, Eastern Division Engineer, office of State Engineer and Surveyor, Albany.

minal dock at Amsterdam. The Amsterdam level extends five miles westward to the Tribes Hill Dam.

The Amsterdam Barge Canal lock and dam afford travelers through the Mohawk Valley an unusually good opportunity to inspect the working of these feats of canal engineering. This is particularly so because tourists can visit historic Guy Park and then look over the Barge Canal lock and dam close by. These Mohawk River movable dams are unusual and can be seen only in the lower Mohawk Valley.

Amsterdam Historical—Sir William Johnson's First Location, 1738.

The Mohican Tribe of Algonquin Indians were resident in the lower Mohawk Valley before 1600, when the Mohawk Tribe of Iroquois drove them out. Very few Mohican village sites have been found but one was unearthed in the township of Amsterdam in 1923.

Doubtless the first settler in the present limits of Amsterdam was William Johnson (Sir William Johnson, 1755), who located on the south shore road, in the present southeastern part of the city in 1738. He came here from Ireland to superintend the estate of his uncle, Sir Peter Warren, a retired admiral of the British navy, then resident in New York City. The admiral's lands lay in the present Town of Florida, opposite Amsterdam. Johnson, then 23 years old, built a log house (his first home) and a store and here began his momentous and influential career. In 1742 he removed to Mount Johnson. Thus Amsterdam can claim the young, vigorous figure of Johnson as a patron city father just as Johnstown has the wise and honored baronet, and Schenectady proclaims the great Van Curler as its founder. Likewise Utica has John Post, Rome has General Gansevoort (who defended Fort Stanwix at Rome, 1777), and Herkimer has General Herkimer, Fonda has Major Jelles Fonda, Fort Plain has Colonel Willett, Ilion has the later figure of Eliphalet Remington and so through most of the valley towns, which claim some figure as patron city father, as a representative symbol of the municipality.

Johnson's place at Amsterdam was known as "Johnson's Settlement." Here he married his first wife, Katherine Weisenberg, who was variously said to be a Dutch and German girl. Johnson paid his neighbor, Philips, £10 for his housemaid, to reimburse him for the girl's passage money from the "old country." Sir William Johnson's son, John, was born here at Amsterdam in 1742, and in 1743 Colonel Johnson and his family removed to his

newly erected buildings, on the north shore, about two and a half miles westward. He first occupied a small stone house about one-half mile east of Fort Johnson. He called this Mount Johnson from the steep hill just back of it. He later called Fort Johnson, Mount Johnson, up to 1755. Johnson willed this house to his daughter Anna, wife of Col. Daniel Claus.

Guy Park, 1766.

Another Johnson—Col. Guy Johnson—was one of Amsterdam's pioneer residents. Guy Johnson was a nephew of Sir William and married Mary, one of Sir William's daughters. In 1766 Sir William Johnson built here, on the north side of the river close to the turnpike, a low two-story stone house for his nephew and his daughter. With its adjoining estate it was known as Guy Park.

For ten years Guy Park was a brilliant social rendezvous of the small circle of pretentious Tory military aristocracy of Tryon County, of which Johnstown was the center. It was the scene of Tory conference and Tory plotting in the feverish years preceding the Revolution. On Sir William's death, in 1774, Col. Guy Johnson succeeded him as Indian Commissioner. Then Guy Park became a council house for the Iroquois and other Indian warriors who gathered here to confer with the Tory successor of the Great White Chief Warraghegagey, which was the Indian name of their beloved and respected Sir William Johnson.

The following is a brief sketch of the Guy Johnson occupancy of Guy Park: For his day Guy Johnson was a talented man of considerable education, who inherited much of his uncle's talent in his diplomatic dealings with the Indians. Johnson was skilled in map making and clever as an artist. His sketch of Fort Johnson, as it stood about 1756, shows his ability. In 1777 he is described as "a short, pursy man about forty years of age, of stern countenance and haughty demeanor, dressed in a British uniform, powdered locks and a cocked hat." He was born in Ireland about 1740. He was a lieutenant in the British service and about 1762 was appointed an Indian deputy after which he exchanged his commission for land in the Mohawk Valley. He was so successful on a mission to the Onondagas that the tribe gave him the title of U-ragh-quad-ir-ha, meaning "Rays of the Sun enlightening the Earth."

Mary or Polly Johnson, daughter of Sir William, was courted by John Carden but Guy Johnson won her. February 4, 1763, they were married. Sir William presented them with Guy Park,

a property a mile square, where he built a frame house for them, which was struck by lightning and burned. Great attention was given to the gardens and fruit trees of the place. In 1764 little Polly Johnson, a daughter, arrived. In 1766, the new stone house was completed and beautifully fitted out with furnishings from London and an organ from New York. All these goods came by sloop up the Hudson to Albany, from whence they were portaged to Schenectady by wagon and from thence came by boat up the Mohawk, which was then the valley freight route. In 1767 Guy Johnson was made a colonel in Sir William Johnson's New York Colonial Militia forces. In 1770 Guy became master of St. Patrick's Masonic Lodge of Johnstown. In 1772, on the formation of Tryon County, he was made county judge and, on the death of his uncle, Sir William, in the same year, he was made British agent for the Northern Indians, including the Mohawks and Iroquois. He was closely watched by American patriotic authorities on the outbreak of the Revolution, because of his strong Tory leanings. Before this time Johnson had strongly fortified Guy Park.

At Guy Park, May 25, 1775, Johnson held a council with the Indians and the neighborhood magistrates, after which he immediately called another council at Canajoharie (present Indian Castle). To this place Johnson went with his entire following, including his negro slaves, Joseph Brant and the two Butlers. Without stopping there they went to Fort Oswego and there the party joined the British forces at Oswego. Mary or Polly, wife of Guy Johnson, died July 11, 1775, at Oswego.

Colonel Johnson fought with the British forces in the Revolution and on several occasions was with raiding parties against his old valley neighbors.

Col. Guy Johnson died later in London March 5, 1788. His daughter, Mary or "Polly," later married the British Field Marshal Lord Clyde.

After Johnson's flight Guy Park was confiscated by the American Revolutionary authorities and later was sold. After a career as a tavern and a handsome private residence, the property had a varied career. The building was altered and the roof raised about 1846 and the two wings were added in 1858. About 1905 the State bought it for Barge Canal engineering purposes. It was restored and turned over to a State Commission of five members of the Amsterdam Chapter, Daughters of the American Revolution. Guy Park is now a public historical museum and the home of the Chapter. This result was brought about through the

(Photo by C. M. Vander Veer, Amsterdam, N. Y.)

ON THE EVASKILL

One of the many picturesque little streams entering the Mohawk. The Evaskill has its outlet at Cranesville and takes its name from Eva Van Alsteque, here slain by Canadian Indians in 1742 while crossing this brook.

GUY PARK, AMSTERDAM, N. Y.

This stone house was built in 1766 for his daughter Mary, wife of Col. Guy Johnson, who was Johnson's nephew and who became Indian Commissioner for the Northern Indians from Johnson's death in 1774, until the flight of Col. Johnson and the Mohawks to join the British Army in Canada in 1775.

efforts of a member of this Chapter. See "Fort Johnson and Guy Park," a pamphlet by C. F. McClumpha and Elma Strong Morris.

See "Old Fort Johnson" by W. Max Reid of Amsterdam, which contains much relative to Guy Park. See Reid's "Mohawk Valley."

The Ghost of Guy Park.

After Col. Johnson's flight to Canada in 1775, Guy Park was confiscated by the Tryon County Committee of Safety, and leased to Henry Kennedy, who occupied it with his family. The Kennedys affirmed that the specter of Mary Johnson, then deceased, revisited her old home much to their discomfiture.

The Johnson lady's apparition was said to have appeared in the northwest room just off the hall entrance. These ghostly visitations were later explained by the supposition that they were attempts by female agents or spies, employed by the Johnsons, to secure valuables and papers which had been placed in secret closets alongside the fireplace in this "ghost chamber." The Guy Park ghost is said to have been "laid" by a spy in the guise of a German traveler, who secured the desired articles, after which the visitations ceased. This German awoke the family by a pistol shot in the dark hours of the early morning. He said the ghost appeared and he fired his pistol point blank at it, whereupon it disappeared immediately. The man mounted his horse and rode away, telling the Kennedys the ghost would not reappear and it is said from that time on that the spirit of Mary Johnson was never again seen in or about Guy Park.

In the busy days of the old Mohawk Turnpike, Guy Park was a famous turnpike inn and stopping place for large freight wagons.

Veddersburg, 1783-1804.

During the Revolutionary war Aaron Vedder settled at the mouth of the Chuctanunda, and built a saw mill and grist mill. Here he was captured by Indians but escaped. Other early settlers were E. E. DeGraff, Nicholas Wilcox and William Kline. A ford was here located at Stanton Island, below Amsterdam. Ross' and Butler's British-Canadian-Indian regiment of raiders crossed the Mohawk to the north shore on the morning of October, 25, 1781, on their way to defeat on the battlefield of Johnstown. The beginnings of Amsterdam date from the close of the Revolution (1783) when settlers began to locate on and at the mouth of the Chuctanunda. The little hamlet was called Veddersburg from Aaron Vedder, its first permanent settler. In 1800 the Reformed Dutch Church of Veddersburg (now Amster-

dam) was built here. A map of 1807 shows about fifteen houses, five mills, a hotel and the Dutch Church. The Chuctanunda is thereon called "Tjoughtenoonda, a never-failing stream."

In 1804, by popular vote, the hamlet's name was changed to Amsterdam in honor of the chief city of Holland, from which came the ancestors of many of the residents of this section. In 1813 there were some forty-odd buildings here, of which twenty-five were dwellings. In 1821 a bridge was erected across the Mohawk and in 1831 the growing settlement was incorporated as a village.

In 1840 Amsterdam is described as having a toll bridge over the Mohawk, 4 churches, 1 bank, 1 academy, 1 female seminary, 14 stores, 2 grist mills, 2 furnaces, 1 carpet manufactory, 1 printing office, 1 scythe factory and "various other manufactories," with 250 dwellings and a population of about 1,700.

The south side village grew up after the Erie Canal was built in 1825, and was called Port Jackson, prior to its incorporation in the City of Amsterdam in 1885.

The following dates regarding Amsterdam are of commercial and manufacturing interest: 1840, carpet manufacture begun at Hagaman; 1842, William K. Greene carpet factory started at Amsterdam; 1848, manufacture of linseed oil started; 1857, knit goods manufacture begun; 1860, first Chuctanunda water power reservoir constructed; 1868, first broom factory; 1876, second Chuctanunda water power reservoir built; 1885, Amsterdam chartered as a city.

Birth of Amsterdam Carpet Industry, 1840.

The story of the carpet industry's location and growth at Amsterdam forms an absorbing chapter in the romance of American business. In 1836 William K. Greene, Sr., met with business reverses in Connecticut and removed to Poughkeepsie, where he met a Scotchman named Douglas, who was a dyer and whose father was a manufacturer of ingrain carpets in Scotland. Mr. Greene thus became interested in carpet manufacture. One day in looking through the New York Herald he saw an advertisement of an old mill and dwelling at Hagaman (north of Amsterdam). Mr. Greene and Mr. Douglas came to Hagaman and rented the property for $100 a year. They purchased six hand looms, loaded them on a sloop for Albany, brought them to Hagaman, and so this great Amsterdam industry began in the year 1840 in this northern suburb—as the result of advertising and of a keen man's eye happening to scan that advertisement. The

business was removed in 1842 to Amsterdam and there grew rapidly.

The armory of Company G, 105th Infantry, 27th Division, National Guard of the State of New York, is located at Florida Avenue, corner of Dewitt Street.

See "Chapter 92—Company G, 105th Infantry, N. G. S. N. Y., Amsterdam," by Capt. T. Forrest Brown, Amsterdam.

The following information regarding the City of Amsterdam has been furnished for this work by Mr. Earl O. Stowitts, secretary of the Amsterdam Board of Trade.

The 1920 census showed a city population of 33,524; the 1925 estimate is 38,000. The villages of Cranesville, Hagaman (on the northern limits) and Fort Johnson are all integral parts of the City of Amsterdam. Their 1920 population was as follows: Hagaman, 855; Cranesville, about 300; Fort Johnson, 680; Amsterdam, 33,524. Total 1920 Amsterdam City district, 35,259. 1925 estimate, 40,000.

The 1923 assessed valuation of the city was $23,617,167.

Amsterdam stands first in the manufacture of brooms in America. It is the second city in the United States in the manufacture of rugs, carpets and pearl buttons. It stands sixth in the manufacture of knit goods. In 1920 Amsterdam stood fifth among the cities of New York State in the value of its manufactures. The 1925 estimate of the value of its manufactures is $60,000,000. The city has a large jobbing trade.

Amsterdam's estimated annual freight tonnage is, outbound, 195,451 tons; inbound (estimated), 695,983. Amsterdam is located on the New York Central and West Shore Railroads, the Mohawk River (State Barge Canal), the Old Mohawk Turnpike, south shore highway. By the Schenectady Railways Company electric road it has westward connections with Fort Johnson, Tribes Hill, Johnstown, Gloversville and Fonda; eastward, with Cranesville, Hoffmans, Scotia, Schenectady, Albany, Saratoga Springs, etc. Amsterdam is the only city in Montgomery County.

Amsterdam is served with power, light and heat by the Adirondack Power and Light Corporation and the Chuctanunda Gas Light Company. The steam power plant of the Adirondack Power and Light Corporation is located west of the southern and eastern limits of Amsterdam. This is one of the Adirondack's main plants and its chief steam plant which will largely figure in future super-power systems.

There are 18 schools in Amsterdam, besides one business and two night schools, 25 churches and 40 fraternal organizations.

MOHAWK INDIANS TRADING AT FORT JOHNSON

This is an episode in the Fort Johnson Pageant of 1919, depicting a French trader showing his wares to a group of Mohawk Indians loitering about the baronial mansion of Sir William Johnson.

Several of the latter have buildings of their own. Civic commercial-social organizations include the Amsterdam Board of Trade, the Rotary, Kiwanis and Century Clubs and the Amsterdam Automobile Club.

Amsterdam is a Mohawk Valley banking center of much importance. There are three national banks with interest departments, one savings bank, one trust company, and two private banks.

Amsterdam has two fine hospitals, the City and St. Mary's; a large and well conducted library in a beautiful building; Y. M. C. A., the Century and Good Will Clubs for women and young girls, in addition to active troops of Boy Scouts and Girl Scouts and two strong posts of the American Legion. A World War memorial statue was in process of erection at the time of this writing (1925). Amsterdam furnished about 2,500 men to the American forces during the World War. The city went over the top with all its drives during the war.

In 1925 Amsterdam was in the 30th Congressional and the 39th Senatorial districts. In 1925 the chairman of the Republican State Committee was Mr. George K. Morris, of Amsterdam.

Amsterdam's area in 1925 was 3,869.4 acres. The city is establishing a system of beautiful parks and well-arranged and popular playgrounds. Green Hill Cemetery occupies a most sightly location, overlooking the city and valley.

Amsterdam has 75 miles of water mains; 650 fire hydrants; a very efficient fire and police department; fine waterworks system with one of the best services in the state; 70 miles of gas mains; 70 miles of sewer system; 150 miles of permanent sidewalks; 18 miles of electric railway; all night street electric lighting services; four hotels; four theatres; two telegraph companies; one local telephone line and several rural lines; one daily newspaper, the "Amsterdam Recorder," and one weekly newspaper; a home for elderly women; a children's home; a day nursery.

The United States Department of Commerce has furnished the following interesting statistics regarding the City of Amsterdam:

The total payments for expenses, interest, and outlays for the city government of Amsterdam, New York, for the fiscal year ending December 31, 1923, including the independent school district of Amsterdam for the fiscal year ending July 31, 1923, and the independent county supervisors' fund for the fiscal year ending October 31, 1923, amounted to $1,396,953, or $40.68 per capita. Of this total $777,829 represents the expenses of operat-

ing the general departments of the city government; $58,822, expenses of operating the public service enterprises, such as water works, markets and similar enterprises; $58,426, interest on debt; and $501,876, outlays for permanent improvements, including those for public service enterprises. In 1922 the total payments for the city were $981,916, and in 1917, $694,604, a per capita of $28.79 and $21.09, respectively. The totals include all payments for the year, whether made from current revenues or from the proceeds of bond issues.

The total revenue receipts of Amsterdam for 1923 were $1,109,854, or $32.32 per capita. This was $214,777 more than the total payments of the year exclusive of the payments for permanent improvements, but $287,099 less than the total payments including those for permanent improvements. These payments in excess of revenue receipts were met from the proceeds of debt obligations. Property taxes represented 59.0 per cent of the total revenue for 1923, 58.2 per cent for 1922, and 70.6 per cent for 1917. The increase in the amount of property taxes collected was 38.4 per cent from 1917 to 1922 and 11.2 per cent from 1922 to 1923. The per capita property taxes were $19.08 in 1923, $17.27 in 1922, and $12.92 in 1917.

Earnings of public service enterprises operated by the city represented 13.6 per cent of the total revenue for 1923, 14.3 per cent for 1922, and 15.4 per cent for 1917.

The net indebtedness (funded and floating debt less sinking fund assets) of Amsterdam on December 31, 1923, was $1,310,281, or $38.16 per capita. In 1922 the per capita debt was $32.07, and in 1917, $33.60.

* * * * *

Cranesville, three miles east of the center of Amsterdam, is a suburban part of the eastern city district. It was originally called "Willegas," the Holland-Dutch name for Willows, and is one of the oldest settled sections in the Mohawk Valley, Dutch farmers having located here prior to 1690. The picturesque Evaskill flows through Cranesville.

Fort Johnson, on the Mohawk Turnpike, is a postoffice and railway station of the New York Central Railroad (with prepaid freight office). It was known for some years as Akin. Knit goods are made here.

Fort Johnson is a village, which is virtually a western part of the neighboring City of Amsterdam. It takes its name from Fort Johnson, on the north side of the Turnpike near the Central Station. It was built in 1749 by Sir William Johnson, who,

for a quarter century before the Revolution, was perhaps the most prominent figure in the British Province of New York.

In the great French-Indian war (1754-1760) Fort Johnson was valley British army and militia headquarters. Here at one time Colonel Johnson had 1,100 Indians (300 of them warriors) camped on his plantation. Johnson kept the Mohawks true to England. At one time, in this war, all the other Iroquois deserted to France, but came back with later English military success.

Johnson built Fort Johnson in 1749 and then moved into it, coming from the stone house one-half mile east, which he occupied after he came to the north side of the Mohawk from his first location on the eastern limits of south side Amsterdam. Sir William Johnson's life is fully covered in the several chapters devoted to him and to the Mohawk Valley in the period from his arrival at present South Amsterdam, in 1738, until his death at Johnson Hall, Johnstown, in 1774.

Mr. John Fea, the historian of Amsterdam, says that Johnson came to his first location on the north side when he bought lands at Fort Johnson in 1739, and that he occupied a stone house built here by one of the Phillips brothers. The Phillips family originally settled about 1680 to the east of where Sir William Johnson located when he came into the Mohawk Valley, in 1738, and built a house and store in south side Amsterdam. When Johnson moved over to the north shore of the Mohawk, he located in this stone house. Most historians date his removal to the north side in 1742, but Mr. Fea puts it at 1739.

Johnson called his new location Mount Johnson, naming the abrupt hill, which runs westward to present Fort Johnson Creek, by that title. This name referred to the locality rather than to the house. So when Johnson moved to his new stone house at present Fort Johnson he called this new dwelling Mount Johnson. It continued to bear that name after it was fortified and until December, 1755. In that month General Johnson returned home with a wound in his leg received at Lake George where the army he commanded had won a decided victory. Then Johnson changed the name from Mount Johnson to Fort Johnson, which name it continued to bear to this day. The history of Fort Johnson, in Sir William's day, is fully and completely covered in the general historical chapters of this work dealing with the Colonial period.

After Johnson built Fort Johnson he may have occupied it as an official residence while he "kept house" first in the first north side stone house with his wife, Katherine Weisenberg, second with Catherine, niece of King Hendrick, and third with Molly

Brant, whom he probably installed there on or before 1755. He brought his white children up in Fort Johnson apart from his Indian family in Mount Johnson No. 1. Up to a few years ago the cellar and foundation of the first Mount Johnson was visible, but it has now been filled in by building operations and its stone has been used for foundation walls in new adjacent buildings.

All of Johnson's activities at Mount Johnson, Fort Johnson and Johnson Hall are covered at length in the Colonial chapters of this work.

ST. ANN'S CHURCH, AMSTERDAM

CHAPTER 117.

TRIBES HILL—FORT HUNTER.

TWIN VILLAGES AT THE JUNCTION OF THE SCHOHARIE AND MOHAWK RIVERS, TRIBES HILL ON THE NORTH SHORE, FORT HUNTER ON THE SOUTH—OGSADAGA, THE MOHAWK TRIBAL VILLAGE, AT TRIBES HILL, 1693-1700—ICONDEROGA, THE LOWER MOHAWK CASTLE OF THE WOLF CLAN, AT FORT HUNTER, 1700-1779—FORT HUNTER AND QUEEN ANNE'S CHAPEL, BUILT IN 1711—QUEEN ANNE'S PARSONAGE, BUILT IN 1712.

Tribes Hill lies on the north side connected by bridge over the Mohawk with Fort Hunter on the south shore of the river. Neither village is (1921) incorporated. They have an estimated combined population of about 1,000.

Og-sa-da-ga, 1693-1700—Mohawk Tribal Village.

In 1693 a French-Indian raiding party came down from Canada, burned the four Mohawk castles and defeated the Mohawks in a bloody battle at the upper castle. The shattered tribe then built, here at present Tribes Hill, a single tribal village, known as Og-sa-da-ga, which they occupied from 1693 until 1700, when they built three castles on the south shore at present Fort Hunter, Fort Plain and Indian Castle, which were their final valley locations and which they occupied from about 1700 until 1775. From the tribal village of Ogsadaga, the village of Tribes Hill takes its name.

Fort Hunter was named from the British governor, Hunter, who here (1711) built a fort to protect the frontier and the Lower Castle of the Mohawks, occupied by the Wolf clan (1693-1775). It was also the Revolutionary fortification of Fort Hunter (1776-1783).

There are several old houses at Tribes Hill, which is an old settlement, among them being the brick Fonda-Striker home. Vaccination was first practised in the Mohawk Valley at Tribes Hill by Dr. Cushney.

Lock No. 12, Dam No. 8—Barge Canal 12-Mile Level to Yosts.

Lock No. 12, Dam No. 8, Erie section Barge Canal, on the Mohawk at Tribes Hill-Fort Hunter, is also known as the Tribes Hill lock and dam. There is a 11-foot rise from the river water

level of 267 feet sea level elevation below to 278 feet above the dam. The river level westward to Yosts is 12 miles long, the longest east of the summit level (from Whitesboro to New London) on the Mohawk River section of the Barge Canal.

The Schoharie River—Howe's Cave.

It has a course of some seventy miles from the Catskills in the south through Schoharie County. It flows through the beautiful agricultural valley of the Schoharie, which is also exceedingly wild in sections. This region has retained much of its old-time character. The Schoharie River is the third minor stream of the Hudson, the Mohawk and Walkill outranking it. The Schoharie rises in the Catskills, less than ten miles from the Hudson near Catskill. A number of Catskill Mountain resorts are located on the upper Schoharie River. In the Schoharie Valley (on its main branch, the Cobleskill) is located Howe's Cave, an underground cavern of very considerable size and interest. The Schoharie Valley lies mostly in Schoharie County (beginning some ten miles south of here) and is a rich agricultural and one-time hop growing section of much beauty. It is famed as the only county of New York State which, up to 1914, had always given Democratic majorities in every election. Through the Schoharie Valley to the mouth of the Mohawk came the great Tory-British-Indian raid of October, 1780, under Sir John Johnson and the Mohawk Chief Joseph Brant, details of which are given at different points along your route. The headwaters of the Schoharie in the Catskill are impounded, by a dam at Gilboa, for the Catskill water system of New York City and flow into the Ashokan reservoir west of Kingston, showing that the world metropolis reaches out and affects the territory of New York State many miles from the city itself. Palatine Germans settled on the Schohaire in 1712 and some removed to Stone Arabia and other Mohawk Valley points.

The area of the Schoharie watershed is 920 square miles, of the 3,485 square miles in the whole Mohawk River watershed, of which the Schoharie Valley is a part.

The Schoharie Valley therefore forms about 27 per cent of the total area of the Mohawk Valley, or a little more than one-quarter of its watershed.

At Gilboa, on the Upper Schoharie, in 1869, a freshet unearthed fossil tree stumps of the Devonian age—the most ancient and wonderful fossil forest remains ever uncovered. Specimens are in the State Museum, Education Building, Albany, where a

very wonderful re-creation of this ancient Devonian forest was unveiled in 1925.

Fort Hunter, 1711.

Here, at Fort Hunter, Gov. Hunter built the first fort west of Schenectady, in 1711. From 1700 here was located one of the two leading villages or "castles" of the Mohawk tribe of the great Iroquois confederacy. Schenectady was the New York colony British frontier post until Fort Hunter was built in 1711, after which Fort Hunter was the western frontier post till 1722, when Fort Oswego was built. When Fort Hunter was built in 1711, the settled portion of New York State comprised only the Hudson Valley and the eastern Mohawk Valley.

Queen Anne's Parsonage—1712.

At Fort Hunter an Episcopal Chapel was built about 1712. Queen Anne furnished a great part of it as it was to be an Indian mission and it was called Queen Anne's Chapel. It was destroyed by the building of the Erie Canal in 1825. This famous little stone church in the wilderness boasted the first church organ west of Albany, which was the wonderment of the valley red men. The chapel's stone parsonage, erected about 1712, is still standing at Fort Hunter. When this house was built the Mohawk Valley was practically a virgin forest west of present Amsterdam. The parsonage is located about a mile from the site of chapel and fort.

Queen Anne's parsonage is the sole remaining one of the many structures comprising Fort Hunter (1711-1783) and the Lower Mohawk Castle (1700-1775). As one gazes on its ancient walls one can see the silent Mohawk in "an old bear skin," squatted by the roadside watching the white settlers in their Sunday best riding gaily by on their way to service in Queen Anne's Chapel with its church bell, its wonderful organ and its silver communion service presented by Queen Anne herself.

Iconderoga—Lower Mohawk Castle, 1700-1775.

The lower castle of the Mohawks was located at Gandawague (at present Auriesville, two miles west of Fort Hunter) from 1659 until 1666, when it was burned by a Canadian war party (see Auriesville). From 1666 until 1693, the lower castle was at Caugnawaga, near present Fonda. In 1693 Count Frontenac's Canadian army destroyed Caughnawaga and the lower castle was later located at Fort Hunter, where it remained until the Mohawks left for Canada to join the British forces in 1775.

All their villages were built in the river section between the Schoharie and the Nowadaga (at Indian Castle) with the exception of one small village near Rome (1666-1693), and one or more small ones on the Schoharie.

Castles of the Wolf, the Tortoise and the Bear.

The Mohawks, after 1700, rebuilt their three "castles" at the following locations: Iconderoga, castle of the Wolf Clan, also called the Lower Castle, at Fort Hunter; Tarajorees, castle of the Tortoise Clan, at Fort Plain; Canajoharie, castle of the Bear Clan, at Indian Castle, also called the Upper or Great Castle of the Mohawks.

Besides these they had occasional small settlements of a few cabins and temporary hunting, fishing and harvesting villages.

One of their chief fishing villages was at the junction of the Hudson and the Normanskill below Albany. This was a temporary village used only during the fishing. The favorite hunting grounds of the Mohawks were in present Saratoga County.

I-con-der-o-ga is a Mohawk word meaning "two streams coming together," referring to the junction here of the Schoharie with the Mohawk. The name is also spelled Tionderoga and Ticonderoga, as the famous Fort Ticonderoga, situated at the Lake George outlet into Lake Champlain. Nearly all Indian names have had various spellings and many are interpreted differently by different historical authorities. Other spellings are: Teondeloga, Tionoṇderoga, Dyondarogon, etc.

Figures of the wolf, tortoise and the bear were the totems of these clans and the chieftains of these families signed all documents with the figures of their particular clans. Other Iroquois tribes, besides the Mohawks, had other clans as well as these chief three. The Bear, the Turtle and the Wolf were the three clans into which the Mohawks were divided. Members of all clans generally lived in each castle. The clan, however, had jurisdiction, in its clan village.

Lower Castle of the Mohawks.

Here at Fort Hunter was one of the strongholds of the powerful Six Nations and the traveler going west is now well within their one-time country. Here many important Indian councils were held and here came Sir William Johnson to confer with his red "brethren" on many occasions.

The Six Nations occupied land along the Albany-Buffalo route, from the Schoharie to beyond the Genesee. Their order from east to west was Mohawks, Oneidas, Onondagas, Cayugas

and Senecas. Of these the Mohawks were the most warlike and are said to have been the highest type, physically and mentally, of the red aborigines of North America. They gave their name to the Mohawk River, the Hudson's greatest tributary, whose valley carries for a hundred miles westward the great tide of traffic and transportation which goes over the New York to Buffalo route. Prior to the Revolution the Iroquois or Six Nations had conquered a great part of the Indian country of eastern North America. The Mohawks were important allies of the English through the French and Indian wars and the Revolution.

The successful example of this famous Indian confederacy is said to have had a great influence on the formation of the United States of America. It must be remembered that the Mohawks were the firm friends and allies in arms of the white settlers on the Mohawk for over one hundred years prior to the Revolution.

In 1775 the Mohawks left the valley and went to Canada to fight with the British army. The tribe (over 3,000 strong) is now (1924) located on Grand River, Ont., Caughnawaga and Lake of Two Mountains, Que., with some Mohawks also on New York State Indian reservations.

In 1779 Col. Van Schaick removed the last of the neutral Mohawks from the Fort Hunter Castle, that date marking the end of Mohawk occupation in the valley.

From Fort Hunter the motorist can run two miles westward to the Auriesville shrine, site of the Mohawk Castle of Osseruenon, were Father Jogues was slain in 1646.

* * * * *

The Antlers Club is located on a picturesque bluff at the eastern end of Tribes Hill. It has fine golf links and a large membership, composed of Amsterdam, Johnstown and Gloversville people. It is an interesting and attractive social center of the Lower Mohawk Valley.

There is a very good route to Johnstown and Gloversville running northwest from Tribes Hill, in the general direction of the Schenectady Street Railways line to these two cities.

About a mile west of Tribes Hill near the Turnpike is the glen of Dadanoscara Creek, where the Wolf Clan is said to have had its mystic circle where it worshipped the wolf spirit.

The Fisher-DeGraff House, 1795—Dadanoscara.

The Fisher home stood near the outlet of the Dadanoscara, and close to the present DeGraff house. In Sir John Johnson's raid of May 22, 1780, an enemy party attacked the Fisher house.

The three Fisher brothers (Harman, John and Frederick) and their mother were in the house and the men made a desperate fight against odds. All four were finally overcome and tomahawked and scalped and Indians set the house on fire. Harman and John were killed but Col. Fisher recovered and heroically managed to remove his mother, still alive, from the burning building and then returned and dragged out his brothers' corpses.

After the Revolution, Col. Fisher here built a house which was later remodeled into the present DeGraff mansion, known as "Dadanoscara." The latter name is said to mean "trees bearing fungi"—mushroom growths.

In 1924 the Fisher-DeGraff homestead had been in the ownership of the family for more than 175 years and the house for 130 years.

The name Fisher is also written Visscher, the original Dutch form, but Colonel Fisher wrote his name with the latter spelling.

This is the supposed site of the house of "Mr. Stuart" in Harold Frederic's historical novel, "In the Valley," and the supposititous home of its hero, 'Douw Mauverensen." Much of the action of this famous story takes place in and around this Dadanoscara site and picturesque glen.

CHAPTER 118.

FONDA-FULTONVILLE.

FONDA AND MONTGOMERY COUNTY—CAYADUTTA CREEK AND THE SAND PLAINS — CAUGHNAWAGA — FONDA—MOHAWK INDIAN HISTORY OF CAUGHNAWAGA—MOHAWK NORTH SHORE CASTLES—MOHICAN ATTACK ON KAHANIAGA—JESUIT MISSION, 1667-1683—FRENCH-CANADIAN INVASION, 1693—CAUGHNAWAGA SETTLEMENT, 1713-1720—FIRST VALLEY REVOLUTIONARY CLASHES—CAUGHNAWAGA RAID, 1780—MAJOR FONDA HOUSE—HOME OF THE INFAMOUS BUTLERS—SOUTH SHORE REVOLUTIONARY RAIDS.

Fonda-Fultonville form virtually one community.

Fultonville is named for Robert Fulton, the steamship inventor. The highest land near Fultonville is three miles south, near Glen, where the valley hills rise to a sea elevation of 1,200 feet. Fultonville is on the south shore, connected by bridge with Fonda on the north side of the river. Both of these sister villages are pleasantly situated. Both have elevations of about 140 feet above the Mohawk at their highest points.

The village of Fonda is situated in a rich agricultural region on the Mohawk River, Cayadutta Creek and the New York Central Railroad and is a terminus of the Fonda, Johnstown & Gloversville Railroad. A trolley system connects with Johnstown, Gloversville and Schenectady.

The village has electric lighting and power service. Fonda is named from the Fonda family, early settlers here.

In 1922 the F., J. & G. R. R. ran its first railroad coach operated by gasoline power, and in 1923 installed gasoline engines as its motive power.

The terminus of the F., J. & G. R. R. is Northville, a summer resort on the Sacandaga River (a branch of the Hudson), twenty miles northeast of Fonda. Here entrance by auto is made into the Adirondacks, particularly the Lake Pleasant and Piseco Lake sections.

Knit glove linings, silk cloth, hosiery, etc., constitute the principal (1924) industries of Fonda.

In 1923 Fonda was made a distributing station of the Standard Oil Company.

MAP OF MONTGOMERY COUNTY, SHOWING TOWNSHIPS, RAILROADS AND ELECTRIC ROADS

SCHOHARIE

State or county highways completed ——————

State or county highways under construction ----------

Town or county improved roads ——————

Town roads not improved ----------

MAP SHOWING IMPROVED HIGHWAYS

From the Agricultural Manual of New York State.

Fonda and Montgomery County.

Fonda is the county seat of Montgomery County, which takes its name from Gen. Richard Montgomery (1737-1775), the American general who fell in the disastrous American attack upon Quebec. The county was originally set off from Albany in 1772, with Johnstown as the county seat, and named Tryon, after the British governor. It embraced a great part of the state in 1783, when it was renamed Montgomery. In 1836 the county seat was moved to Fonda, and in 1838 Fulton County was set off. It lies entirely in the Mohawk watershed. The towns along the Mohawk are principally devoted to manufacturing and the farmlands to dairying. The annual county fair is held on the fair grounds in the Caughnawaga section of Fonda. In 1910 the population of Montgomery County was 57,567; 1920, 58,399.

Besides dairying, Montgomery County farms principally raise hay, corn, oats and buckwheat, vegetables and fruit, with considerable beekeeping. The county is one of the state's greatest hay counties. Its southern part formerly raised hops to a large extent (prior to 1900).

Cayadutta Creek and the Sand Plains.

The western limits of Fonda are traversed by Cayadutta Creek. The Indian meaning is "rippling waters" or "shallow water running over stones". This stream has commercial and historical importance as the cities of Johnstown and Gloversville lie on its banks, four and eight miles northward. Probably the Cayadutta, or some similarly located stream, was one of the ancient watercourses which drained the southern Adirondack slopes. (See Garoga, East and West Canada creeks.)

The hills immediately adjacent to the Mohawk are of moderate heights (from 100 to 300 feet) from Amsterdam westward to the Noses, a distance of eighteen miles. The river flatlands in the same section are generally narrow, except at Fort Hunter. Running from Fonda to the Noses, six miles west, there is a triangular level plateau, lying between the North Nose and the Cayadutta and elevated about 100 feet above the Mohawk. This is called the Sand Plains and is the interesting location of early Mohawk life and Jesuit mission work mentioned later and of the Civil war camp, all of which sites doubtless will be eventually marked.

The location of Kahaniaga (Caughnawaga) on the Sand Plains is said to be marked by the "Jesuit Spring", near the F., J. & G. R. R., on the northwestern edge of Fonda.

Historical—Caughnawaga, 1666-1851; Fonda, 1851.

The site or immediate neighborhood of Fonda was known as Caughnawaga (with a great variety of spellings) up to 1836, or for a period of almost two centuries. The history of this section is most important, comprising as it does a great part of that of the Turtle clan of the Mohawks. Their castle (just west of Fonda) marked the important scene of the labors of French Jesuit missionaries for two decades (1666-1684); it was the beginning of the great Mohawk-Mohican conflict of 1669, and was burned in the great raid of Canadian French and Indians in 1693.

Caughnawaga means "at the rapids" or "at the rifts", in the Mohawk tongue. It seems to have been a neighborhood or sectional name as well as a locality word, as it was applied to the Osseruenon (Auriesville) castle in 1659. The Caughnawaga Mohawk Indians, whom the Jesuits converted, became known as the "praying Indians", and hence the name Caughnawaga came, in time, to signify praying or Christian Indians. Caughnawaga is also translated "At the Turtle Village", which seems the more likely meaning.

Mohawk Indian History of Caughnawaga.

The Mohawk history relative to Caughnawaga and its neighborhood is important and is here summarized. When the Mohawks were driven (1570) by the Algonquins from their great castle of Hochelaga (at present Montreal), in Canada, they fled south and lived until about 1600 in present Vermont and finally came to the Mohawk forests, back from the river, where they built castles on the Cayadutta (near Sammonsville), on Briggs Run (near Big Nose) and south of Fort Plain and on the Garoga. Here they recovered from their defeat and later removed to the Mohawk's south shore.

From 1642 to 1666 the Mohawks lived at Osseruenon and Gandawague, Andagoron, a mile westward of Fultonville, and Tenontogere (near present Sprakers). These Mohawk villages were all burned and the tribe suffered great losses (from which they never recovered) from DeTracy's Canadian raiders in 1666.

Mohawk North Shore Castles, 1668-1693.

The Mohawks made temporary villages near the old south sites and immediately started to build four strong castles on the north shore—Kahaniaga (a mile west of Fonda), Canagora, Canajora and Tionondogue—the last three probably between the

Brigg's Run and Garoga Creek. To these new castles the Mohawks removed about 1668 and lived in them until 1693, when a raiding party of Canadian French and Indians attacked and burned them (see Palatine Church for the Tionondogue battle of 1693).

The years between 1661 and 1693, inclusive, form a vital period in Mohawk Indian and valley history. It marks Dutch settlement on the Mohawk (1662), English conquest (1664), the Schenectady massacre (1690) and two terrific Mohawk battles (1669 and 1693), as well as the location of a Jesuit mission near Fonda (1667-1684).

Mohican Attack on Kahaniaga, 1669.

Knowing that the Mohawks had suffered greatly by the French-Canadian invasion of 1666, the Mohicans attacked Kahaniaga, in August, 1669, intent upon recovering their old lands. Chief Kryn and his Mohawk warriors successfully defended Kahaniaga against the Mohicans under Chicataubet. War parties came from the other three Mohawk villages and the Mohicans retreated down the valley to Touareuna (near present Hoffmans Ferry), where they were completely defeated with great losses in one of the bloodiest and most terrific Indian battles of the East. (See Hoffmans Ferry.) This conflict lasted two days.

Jesuit Mission, 1667-1683.

Despite the tragic fate of Father Jogues and his brother captives at present Auriesville, in 1646, French Jesuits from Canada entered the lower Mohawk Valley and located at Kahaniaga. Here, in 1669, Jesuits erected the log chapel of St. Peter's. Here the French priests strove to convert the Mohawks to Christianity. In 1676 the Mohawk maiden, Te-gah-kwi-ta, the "lily of the Mohawks", was baptized here. A number of Mohawks were converted and removed to Canada. Among them was the Mohawk chief known as the "Great Kryn", who had defeated the Mohicans at Kahaniaga and Touareuna in 1669.

Probably fearing the political influence of the French Jesuit priests in the Mohawk Valley, the English colonial government of New York ordered all Roman Catholic priests from the colony in 1700. The penalty was death if they remained. The Mohawks were considerably disrupted by Jesuit influence and many of the "praying Indians" of Caughnawaga left the valley for Canada with the French priests on or before 1683, when the Jesuits abandoned their missions among the Mohawks.

BROADWAY, FONDA—THE ROAD TO JOHNSTOWN

Taken from the Mohawk Turnpike where the Johnstown road or Sacandaga Trail begins, running north to Johnstown, Gloversville, Northville on the Sacandaga and to the Adirondacks. Seen from the New York Central Railroad.

MAJOR FONDA HOUSE, FONDA, 1791

On Montgomery Terrace, Fonda. For many years the home of Rev. Washington Frothingham, the Mohawk Valley historian. Photo by Mr. Harry V. Bush, Canajoharie.

French-Canadian Invasion, 1693.

In 1689 the Mohawks took part in an expedition against Canada, which defeated the French and Indians in front of Montreal. In sight of the garrison, the Mohawks tortured, cooked and ate their captives. The French retaliated on February 8, 1690, when a war party burned Schenectady and massacred its people (see Schenectady). Chief Kryn and some "praying Mohawks" were among the invaders. In 1693 Count Frontenac sent a Canadian war party to invade the Mohawk country, defeated the Mohawk warriors in battle, burned all their villages, including Kahaniaga, and took some 300 prisoners back to Canada. Following this disaster the Mohawks removed to present Tribes Hill, where they built the tribal village of Og-sa-da-go, remaining there until they removed about 1700 to their three final locations on the south side.

This closes the early (1540-1693) period of Mohawk Indian history. Depleted in strength and numbers, the tribe entered upon the next period (1693-1775). In this they sided with the English and lost considerably in the French and Indian war. In 1775 the Mohawks followed Col. Guy Johnson to Canada and fought with the British Tories and Hessians in Revolutionary battles and raids into the valley. Mohawk Indian history of this later period will be found under the headings of all the valley towns westward to Rome. Today the Mohawk tribe, located in Canada, forms a strong and thriving community.

All of the foregoing summarized historical subjects, which relate to present Fonda and its neighborhood, are covered at length in the early chapters of this work relative to the history of the Mohawk Indians.

Caughnawaga Settlement, 1713-1720.

Caughnawaga and its neighborhood was first settled by Holland Dutch pioneers, mostly from along the Schenectady section of the Mohawk. The Hansen brothers, of Low Dutch ancestry, located just west of Tribes Hill in 1713. The Fonda, Wemple and Vrooman families soon followed. Other settlers soon came and a little Dutch village grew up here prior to the Revolution. It had a store kept by Douw Fonda, an early settler; a mill built by Johannes Veeder, and a mill and tavern built by Barent Wemple. After his death and during the Revolution, the Wemple inn and mill were conducted by Wemple's widow, Peggy Wemple (formerly Margaret Fonda). The famous Caughnawaga Reformed Dutch stone church was erected here in 1763 and unfortunately

demolished in 1868. Caughnawaga was a popular valley gathering place for sports, races and social and political gatherings. The Tory Sheriff White lived on the site of the old court house.

Douw Fonda settled on what is now the fair grounds about 1750. Here he had an important trading post, the cellar of which may be seen near the middle of the race course. The village of Fonda is named in honor of this pioneer. Major Jelles Fonda was his son.

First Valley Revolutionary Clashes, 1775.

Here at Caughnawaga, in the early spring of 1775, occurred the first clash between the Whigs or patriots and the Tories or loyalists of the Mohawk Valley. About 300 patriots (or "rebels") gathered at Veeder's house to raise a liberty pole. An armed company of Tories arrived and broke up the meeting.

Abraham Veeder's house was south of the turnpike west of the Cayadutta, about on the site of the old canning factory.

Later in the spring of 1775 Col. Frederick Visscher (a prominent and efficient American officer) paraded his regiment of Tryon County Militia at Caughnawaga for training. Sir John Johnson and Lady Johnson were riding through the village in their coach. The Tory baronet alighted and attempted to stop the drill. The baronet and the militia colonel clinched, when a militiaman threatened Sir John with his gun and he withdrew.

On January 18, 1776, General Schuyler, in command of 2,000 American soldiers, met Colonel Herkimer and the Tryon County (Mohawk Valley west of Hoffmans Ferry) regiment of 1,000 militiamen at Caughnawaga, prior to their movement on Johnstown the next day, where they disarmed Johnson and his Tory force of 400. On this day (January 18) a review of this brigade of 3,000 men was held here on the ice of the river. This was the largest American Revolutionary force ever gathered in the valley.

Caughnawaga Raid, 1780.

Caughnawaga suffered terribly in the Tory-Indian raid, under Sir John Johnson, on May 21, 1780, when the enemy war party raided the valley from Tribes Hill west to the settlement of Major Jelles Fonda (at present Schenck's Hollow). Nearly all the buildings on this twelve-mile stretch were burned and many people were murdered and captured. Colonel Visscher fought the Indians but was tomahawked, scalped and left for dead in his house, which was set on fire. Survivors put out the fire and the sturdy patriot recovered and lived for years. Douw Fonda

and four other old farmers, over eighty years old, were murdered. Douw Fonda had been an intimate friend of Sir William, father of Sir John Johnson. The savages locked Peggy Wemple in her tavern and set it on fire. She was rescued after the band went westward. The little town was gradually rebuilt, after Johnson's great raid of October 18-19, 1780. Major Jelles Fonda (1725-1791), son of Douw Fonda, was the chief figure hereabouts during the Revolutionary period. His house, built 1791, stands on Montgomery Terrace, in Fonda.

In Sir John Johnson's great valley raid of October 18 and 19, 1780, which terminated in the battle of Klock's Field, a part of the enemy crossed from the main body at Fort Hunter and came up the present turnpike, raiding, burning and killing as they came. They were joined by the main body above Sprakers.

Caughnawaga After the Revolution.

Following the Revolution (1783) Caughnawaga and Herkimer were the most important towns, on the north shore highway, west of Schenectady. Taverns and a toll-gate were located here on the Old Mohawk turnpike.

In 1836 the Schenectady & Utica Railroad was built. When the railroad was projected a land company was formed and lands were bought covering the present village (on which there were then a number of houses, etc.). Owing to the increase of population along the Mohawk, the Montgomery County seat was changed from Johnstown to Caughnawaga, and in 1838 Fulton County was set off from Montgomery, with Johnstown again the county seat. In 1843 the present Reformed Dutch Church was built. In 1851 the village was incorporated as Fonda, and the historic name of Caughnawaga was discarded after nearly two centuries of use with reference to this locality.

In 1870 the Fonda, Johnstown & Gloversville Railroad was built, and in 1876 extended to Northville, twenty miles north.

Major Fonda House, 1791.

The Jelles Fonda house (1791) and the old Montgomery County brick court house (built in 1836 and directly south and opposite the Central Station and close to the turnpike) are the most interesting historic buildings in Fonda.

The Fonda house was for many years the home of Washington Frothingham, journalist and historian, who contributed important matter to our Mohawk Valley records. He saw the

DRUMM HOUSE, 1763

The site of Sir William Johnson's free school. Photo by Mr. H. V. Bush, Canajoharie.

THE BLACK HORSE TAVERN, 1796

The (1924) Younglove homestead at the corner of South William and Montgomery streets, Johnstown.

growth of the valley, from Revolutionary to modern conditions, and died in 1918 at the age of ninety-four.

A marker shows the site of the famous old Caughnawaga Dutch Church.

Home of the Infamous Butlers, 1743.

Near Fonda is the Butler house (frame, 1743), the home of the infamous Tory, Col. John Butler, and his son, Walter Butler, of Revolutionary history. Col. John Butler perpetrated the Wyoming, Pennsylvania, massacre, while his son, the bloodthirsty paranoiac, Walter Butler, commanded the Tory and Indian force at Cherry Valley, New York, 1778, massacre. These and similar villainies were blots on England's Revolutionary war history. The Butler house is on Switzer Hill (700 feet sea elevation), about one mile north of Fonda on a road to Johnstown.

Fonda, Military (1861-5, 1917-8).

Fonda was an important Civil war camp and training ground. The One Hundred and Fifteenth New York Volunteers was raised in Montgomery, Fulton, Hamilton and Saratoga counties; 421 men were enlisted from Montgomery County, 162 from Fulton County, and the regiment was formed on the camp northwest of Fonda and here mustered into service August 29, 1862. Col. Simeon Sammons (of Fonda and son of a Revolutionary veteran) was its commanding officer. The One Hundred and Fifty-third New York Volunteers was a Montgomery-Fulton regiment, recruited mainly from Montgomery and Fulton counties, which furnished 598 men. It was formed and mustered into service at Fonda October 18, 1863. Col. Edwin P. Davis was its commanding officer, 1863-1865. Fonda was the scene of other Civil war military activities and organizations. As the county seat it received the draft men during the World war (1917-1918), who were sent forward from here to training camps. The Civil war camp grounds near Fonda should be appropriately marked.

The Teaburg.

At Fonda, on the Cayadutta road to Johnstown, is the conical hill called the Teaburg (Dutch for "tea hill"), because here, during the Revolution, the women of old Caughnawaga are said to have gathered for summer afternoon tea parties, particularly as its summit gave a view of approaching hostile Indian war parties. It has the shape of a miniature mountain and rises 100 feet above the Mohawk. The Mohawk Indians called this hill "Ta-he-ka-

nun-da", meaning "hill of berries". They are said to have run their boys up its steep incline to test their metal as warriors.

Fonda, Gateway to the Adirondacks Over Sacandaga Trail.

Fonda is a gateway to the Adirondacks, running north over the Sacandaga trail through Johnstown and Gloversville to Northville, on the Sacandaga. Branches run from Johnstown to the Garoga and Canada lakes group, the most southerly in the Adirondacks.

* * * * *

Settlement of John Evart Van Epps at Fultonville, 1750.

In 1750 John Evart Van Epps settled at present Fultonville, which then became known as Van Epps Swamp, from the marshy land hereabout. Van Epps bought 900 acres of Johannes Visger and this particular part of the Visger patent comprised all of what is now Fultonville. The Van Eppses were patriot soldiers and their house was burned twice during the Revolution. The sixth generation of the Van Epps family (in 1924) now occupies this Van Epps homestead which has been in the family 175 years.

South Shore Revolutionary Raids, 1780, 1781.

The south shore Mohawk turnpike was raided along its course from Fort Hunter to above Sprakers (fifteen miles) in Sir John Johnson's Tory-Indian-British raid of October 18-19, 1780. The main body went west on the south shore and another detachment followed the present Old Mohawk turnpike westward, the two bodies joining at Keator's Rift, above Sprakers. The whole valley in this distance was ravaged and burned. On October 19, 1780, General Van Rensselaer's American army of 1,500 militia came up the south shore in pursuit of Johnson. (See Canajoharie-Palatine Bridge and Fort Plain-Nelliston.)

October 24, 1781, the Tory-Indian raid under Major Ross and the Tory captain, Walter Butler, reached the Mohawk at the Noses and ravaged the south shore road to below present Amsterdam (eighteen miles), the next day being defeated on the battlefield of Johnstown. (See Johnstown.) As the enemy came down the south side John Van Epps mounted a horse and galloped east over the highway to Amsterdam. He warned all the settlers, who escaped to the woods, and there were no fatalities east of present Fultonville.

John Starin settled here in 1783, and built a tavern and later opened a store about 1810. A bridge was built across the Mohawk in 1814. When the Erie Canal was completed, in 1825, Fulton-

ville, Canajoharie, Fort Plain and Little Falls were the largest "canal towns" between Schenectady and Utica (eighty miles). The village was incorporated in 1848.

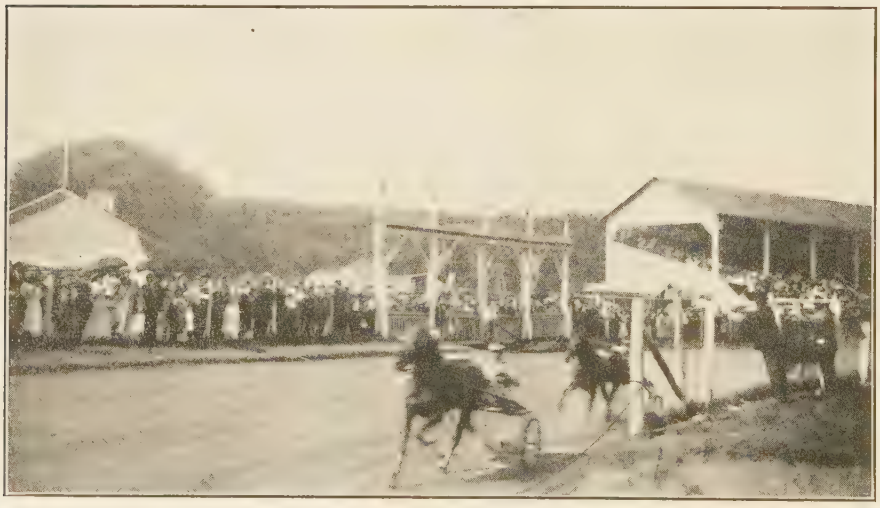
During the life of John H. Starin (grandson of John) "Prospect Place" or "Starin Place" was one of the "show places" of the valley.

Starin Place was a model farm with stock barns and race course, as well as conservatories, menagerie, deer park, ponds, etc. Hon. John H. Starin became connected with the towing business in New York harbor. During the Civil war he there superintended all the harbor towage of the U. S. government. Cobblestone Hall here is a cobblestone house built by Simms, the historian.

Mop wringers and silk goods and machinery are (1924) the manufactures of Fultonville

A direct road to the Schoharie Valley runs southward from Fultonville through Glen and Sloansville to Central Bridge.

Fultonville has a handsome Masonic Temple, dedicated in 1923, and a new high school.



THE RACES, FONDA FAIR

Only old-time county fair now (1924) held directly along the Old Mohawk Turnpike; annually visited by thousands. Seen from Central Railroad and Turnpike. Photo by Mr. H. V. Bush, Canajoharie.

CHAPTER 119.

THE CITY OF JOHNSTOWN, 1784-1925.

By John T. Morrison
Johnstown

HISTORY OF THE COUNTY SEAT OF TRYON, MONTGOMERY AND FULTON COUNTIES, FROM THE CLOSE OF THE REVOLUTION TO THE END OF THE FIRST QUARTER OF THE TWENTIETH CENTURY—FROM A FRONTIER FUR-TRADING VILLAGE TO A TWENTIETH CENTURY CITY OF CULTURE AND CIVILIZATION—GOLDEN ERA OF THE YEARS FROM 1784 TO 1836—REMOVAL OF COUNTY SEAT OF MONTGOMERY COUNTY TO FONDA, 1836—FORMATION OF FULTON COUNTY, OF WHICH JOHNSTOWN IS MADE THE COUNTY SEAT, 1838—JOHNSTOWN INCORPORATED AS A VILLAGE IN 1808—FIRST MOHAWK VALLEY COUNTY FAIR AT JOHNSTOWN IN 1816—HARD TIMES FOLLOWING THE BUILDING OF THE ERIE CANAL IN 1825—THE GLOVE INDUSTRY—GOVERNOR THROOP, GENERAL DODGE, ELIZABETH CADY STANTON, THE PIONEER SUFFRAGIST, NATIVES OF JOHNSTOWN—OLD TIMES AND OLD BUILDINGS—1870, FONDA, JOHNSTOWN AND GLOVERSVILLE RAILROAD OPENED, INAUGURATING AN ERA OF PROSPERITY—1905, JOHNSTOWN MADE A CITY JOHNSTOWN OF TODAY.

Following the close of the Revolution in 1783, and the restoration of peace, Johnstown increased rapidly in population, in commercial and political importance, and had evoluted into a large and flourishing village before Utica, Syracuse, Rochester or Buffalo, had an existence. It was also at this time the great center of the fur trade, the local dealers always finding a ready purchaser in John Jacob Astor, then the most extensive furrier in the world, and who often made trips to Johnstown in connection with his extensive business operations.

While New Englanders or Yankees constituted much of the population which came into Johnstown after the Revolution a considerable portion of these incomers were "Mohawk Dutch" (Holland Dutch and German), who moved northward from the river onto the fertile farmlands around the county seat. This Mohawk Dutch racial element forms a very considerable portion of the population of Johnstown and Gloversville, which is largely American rather than foreign in its character.

In 1803 the Legislature passed an act authorizing the construction of a road running westerly from Johnstown through Garoga, Lassellsville, Brockett's Bridge, (now Dolgeville), swing-

ing northerly and westerly, running through Russia to Boonville, now frequently referred to as "the old State road," and sometimes as "the Black River road." The opening of this road created a new avenue of trade and increased the commercial importance of Johnstown. Traders flocked in from all directions, the taverns were crowded to capacity, and life in the old village was characterized by the greatest activity and prosperity. These were the golden days of stage coach travel. Taverns and inns were scattered practically everywhere, along the principal lines of travel. Some of the more noted hostelries in the early days, and until the stage coach disappeared in this section, included the Rawlins House, heretofore referred to; the Fon Claire Tavern, built in 1781, by Jean Baptiste Vaumann de Fon Claire, a former captain in the Martinique Regiment of Louis XV of France, and which occupied the present site of the Burdick residence on South William Street. It was here that "Nick" Stoner, the famous revolutionary soldier, hunter and trapper, fatally assaulted the Indian who boasted of killing and scalping Henry Stoner, father of "Nick." In 1798 Fon Claire erected Union Hall on East Main Street and removed thither. The former tavern survived until 1867 when it was destroyed by fire. It was latterly known as the Potter House. "Jimmy Burke's Inn", (1793), was located at the southeast corner of William and Montgomery streets. This building was recently acquired by the Johnstown Chapter D. A. R. for a Chapter House. In 1796, Henry Yanney opened the famous "Black Horse Tavern," and conducted the same for a period of thirty years. This building is situated on the westerly side of the "Old Caughnawaga Road," now called the extension of South Melcher Street, and is still in the hands of the descendants of Henry Yanney and used as a homestead. The first hostelry north of the court house, on the site of the Sir William Johnson Hotel, which was recently torn down, was a two-story white building with a long dance hall on the south side over the horse sheds, which faced the north walls of the court house and the county building. In 1812 it was conducted by Jacob Yost, son of Peter Yost, the Revolutionary soldier. It was subsequently known as the Johnson House, owned and conducted by Heathcott Johnson and later by his son, Rodney Hall Johnson, "Pickens" and "Archibald McClellan's" on William Street; "Young's Tavern", subsequently known as the "Mathews House", on the present site of the post office, "Throops Tavern" in the center of the village; "The Red Tavern", on the site of the present Kennedy building; "The Coffee House" just opposite, all played an important part in the

MAP OF FULTON COUNTY, SHOWING TOWNSHIPS, RAILROADS AND ELECTRIC ROADS

IMPROVED HIGHWAYS OF FULTON COUNTY

social life and commercial activities of the village in the early days of the Nineteenth century. Other taverns, and of a little later period, included the "McIntyre House", at the southeast corner of Main and Perry streets, latterly known as the "Harden House"; "The Yellow Tavern", at the southeast corner of Main and Market streets; "Rosa's Hotel", now Buchanan's undertaking parlor; and the "Cayadutta Hotel", which occupied the site of the present Ulinger building, destroyed by the great fire of 1874.

On April 1st, 1808, Johnstown was incorporated as a village, and at a meeting of the inhabitants and freeholders held at the court house, December 6th of that year, the following named persons were elected as trustees of the newly incorporated village, viz: Daniel Cady, Daniel Paris, Caleb Johnson, Caleb J. Grinnel, Daniel Holden. Joseph Cuyler was unanimously elected village clerk. The first volunteer fireman in Johnstown was Daniel Cady, the eminent jurist, the great circuit rider judge, father of Elizabeth Cady Stanton. The largest real property owners included in the first assessment roll were Vaumann de Fon Claire, and Mathias B. Hildreth, the former the tavern-keeper heretofore referred to, the latter an eminent lawyer, twice Attorney-General of the State, first in 1808, and again in 1811. Each were assessed for $3,000.

It is interesting to know that the first county and agricultural fair in Tryon County, perhaps the first agricultural fair in the territory now embraced within the United States, was held on William street, on Oct. 12, 1819, by a society organized in that year. Stalls for the exhibition of cattle, horses and livestock, were erected and occupied space on the Rawlin's property just northerly of the tavern The court house building was used for exhibits of fruits, vegetables, agricultural implements and the products of art and industry. Horse racing, and other contests of speed and skill, were held right out in the public street Indeed, horse racing on William Street was popular in the old village as late as 1830. In this connection it is also interesting to know that no less a person than Joseph Bonaparte, successively king of Naples and Spain, eldest and favorite brother of the great Napoleon, was a frequent participant in these horse races. After the battle of Waterloo, and the fall of the emperor, and his exile at St. Helena, Joseph, saddened in heart and spirit, came to this country, and for a period of time resided in a secluded mansion on the edge of the great northern wilderness, the site of which is now in Lewis County. The location can easily be determined

JOHNSON HALL, 1762

Johnson Hall, the baronial mansion of Sir William Johnson, built in 1762, one-half mile west of Johnstown. One of the most historic Colonial buildings of the United States. Fortified in 1763. The stone blockhouse is seen at the left of the Hall. Owned by New York State and under the care of the Johnstown Society. Photo by Hess, Johnstown, courtesy of Mr. F. L. Rogers, Leader-Republican, Gloversville.

by finding Lake Bonaparte on the map, named after the ex-king of Naples and Spain. During this period Bonaparte was a frequent visitor to Johnstown, always at fair time, and always bringing with him several thoroughbreds which he entered in the races held on William Street.

The period from the close of the Revolution, until the separation of Fulton from Montgomery County, was one of great intellectual prominence as regards the flourishing county seat of Johnstown. Mention is made elsewhere of the distinguished members of the legal profession who were then citizens of the town or who were attracted here by legal business. At this period, Johnstown had three residents, who were then important figures or who were destined to later assume a high position in state or national affairs.

General Richard Dodge was a prominent citizen of Johnstown in the early 1800s. He was a veteran of the Revolution and a brigadier-general of the War of 1812, commanding the fourth brigade, consisting of the 10th, 11th and 13th regiments of Mohawk Valley militia. He was a brother-in-law of Washington Irving, who was a visitor to the Dodge home in Johnstown on many occasions.

Johnstown was the birthplace of Enos T. Throop (1784-1875), governor of New York State from 1830 to 1832. He was a most progressive, constructive executive and was instrumental in abolishing imprisonment for debt and in making the death penalty a punishment for murder only. New York was the first state to do this.

Elizabeth Cady Stanton was the World's pioneer suffragist. She was a daughter of Judge Daniel Cady, one of Johnstown's most distinguished jurists. Mrs. Stanton was born in Johnstown in 1815 and died in New York City in 1902. At the age of eighty, she wrote a biography, entitled "Eighty Years and More", which gives a delightful picture of Johnstown in the early years of the Nineteenth Century and which also details her uphill fight for women's suffrage and other reforms pertaining to women. Elizabeth Cady Stanton was one of America's most remarkable women. She was a resident of Johnstown until her twenty-fifth year when she married Henry B. Stanton, an abolitionist, and removed to Boston, later going to Seneca Falls, N. Y. and then to New York City. In her twenty-five years in Johnstown, Elizabeth Cady evolved all her later theories concerning woman's place in the scheme of government and women's rights. These facts are clearly brought out in her biography, which is one of America's

most interesting human documents. Johnstown may therefore be said to be the birthplace of women's suffrage. The Mohawk Valley has had a most important place in this and other progressive movements. Mrs. Stanton's chief co-worker, Susan B. Anthony, was the lady principal of Canajoharie Academy, from 1848 to 1850, during which years she became an ardent supporter of the abolition cause and women's rights. Miss Anthony left Canajoharie in 1850 and joined Mrs. Stanton at the latter's home in Seneca Falls, where they began their combined battle for suffrage for women which attained full success within a few years following the death of these two remarkable American women. The Cady home in Johnstown was on the site of the present People's Bank. The noted American artist, Mr. E. L. Henry has painted a picture of this corner, entitled "Johnstown in 1862." This interesting work shows the Cady home and the adjacent Cayadutta Hotel, with the stage just starting out for Fonda. The picture was painted for Mrs. Rose M. Knox. Mrs. Knox also commissioned Mr. Henry to paint a picture of an Indian council at Johnson Hall and this is also one of the cherished art treasures of the Knox home. Both paintings were exhibited at the time of the (1922) sesquicentennial of the founding of Tryon County and were used for illustrative purposes at that time.

Johnstown continued to grow and prosper until 1825 when the opening of the Erie Canal diverted trade and stagecoach travel from the old highways, and Johnstown suffered a decline, which continued until 1845. Real estate became almost valueless. Laborers were paid seventy-five cents from sun to sun, mechanics received one dollar. The price for sawing and splitting a cord of wood was five shillings. Wheat flour was rarely used; butter and fresh meat were luxuries even with the most affluent. The ordinary food articles were potatoes with rye and Indian bread and pork. In winter buckwheat cakes, with pork fat or molasses, formed the universal dish. Children went barefoot until frost, and until they reached full youth. It would indeed be difficult to adequately describe the privations, the suffering, and the hardships endured by the people of Johnstown during this twenty-year period of decadence and decline.

To cap the climax, so to speak, in the midst of this period of general suffering, Johnstown ceased to be the county seat. One John B. Borst, representing a group of land speculators, laid out the village of Fonda, and succeeded in securing the passage by the Legislature of an act removing the county seat to the new village. Nothing ever caused more excitement, or thrilled and angered the

people of old Johnstown, more than this event. The movement to change the county seat was resisted in every possible manner; a county and congressional ticket were elected on this issue; but to no avail. The people were forced to witness the removal of the ancient records of Tryon and Montgomery counties to Fonda. Finally, however, in 1838, in deference to public opinion, the Legislature passed an act creating Fulton County (named in honor of the inventor of the steamboat, a relative by marriage of Judge Cady), and naming Johnstown as the county seat. The old records of Tryon and Montgomery counties were transcribed and placed in the clerk's office in the new county, and the old court house building reopened for trials, litigation and judicial proceedings.

During this period the only industry which afforded any relief to the distressed inhabitants was the infant glove and leather business. The same year that Johnstown was incorporated as a village, 1808, Talmage Edwards, a native of England, moved hither from Massachusetts, and established a shop and mill for the tanning of deerskins and the manufacture of gloves and mittens at the northeast corner of William and Montgomery streets. This was the first glove manufacturing establishment in the United States. Later, Edwards became associated in the glove and leather business with James Burr and William C. Mills at Kingsborough. At first the Indian process of tanning was used exclusively. Jackets and breeches, as well as gloves and mittens, were manufactured. In the early days, leather (buckskin) was cheaper than heavy cloth suitable for clothing, and, moreover, more suitable and durable in connection with the rough and laborious work of the farmers and woodchoppers. It was the custom of the pioneer manufacturers to make a stock of jackets, breeches, gloves and mittens, pack the same upon the back of a horse, lead the animal up the Mohawk, and over into the "Chenango country," and exchange the local products for wheat, peltry, and other articles for domestic use or of commercial value. Besides those mentioned, the early glove and mitten manufacturers included John Ward, Philander Heacock, Elisha Judson, Josiah, Daniel and Abner Leonard, Willard Rose, A. S. Van Voast, U. M. Place, Jonathan Ricketts and John McNab.

The early process and method of making gloves differed greatly from the process and methods of modern times. Cutting dies and sewing machines had not come into use, and the work was all performed by hand. The patterns were made of shingles or pasteboard, and were laid upon the leather, and were traced

SIR WILLIAM JOHNSON

Statue erected by the Aldine Society, 1907, at Hall avenue and State street. Photo by Mr. C. M. Vander Veer, Amsterdam.

JOHNSTOWN IN 1862

Birthplace of Elizabeth Cady Stanton on the left; the site now occupied by the People's Bank. The Fonda stage is just starting out from the Cayadutta Hotel in the middle of the picture. From the painting by E. L. Henry; owned by Mrs. Charles B. Knox, Johnstown.

with sharp-pointed pieces of lead called "plummets." The women did the stitching, all by hand, usually placing the mate of the glove or mitten on which they were working under them, serving the purpose of the modern "laying off."

The manufacture of fine, or "kid gloves," to use the popular expression, was introduced in 1844 by two brothers, Lucien and Theophilous Bertrand, who came from France in that year. The Bertrands established a manufacturing plant on the second floor of the Rood building at the southwest corner of Main and Market streets, the site of the present Fairchild building. This was the first fine glove factory in the United States. From these small beginnings have evoluted the great glove and leather industries of today, which furnish employment and livelihood for thousands under a clean and wholesome environment, and under influences with conduce to thrift, enterprise, an unusually strong public and community spirit, and a high standard of citizenship.

The Civil War record of Johnstown is, indeed, one of the most brilliant chapters in its history, and a record of which every citizen is justified in feeling a deep sense of pride. Volunteers and citizens of Johnstown constituted a part of no less than eighteen regiments, and from the firing upon of Fort Sumter until secession was buried at Appomattox, no soldiers displayed greater zeal and patriotism, fought with greater heroism, made greater sacrifices, than the citizens of Johnstown. Many of these regiments participated in the most important and sanguinary battles of the war, and in them many of Johnstown's citizens made the supreme sacrifice in order that the union might be perpetuated. and found eternal resting places under southern skies, below the Mason and Dixon line. The following is a partial list of the regiments in which citizens of Johnstown played a leading role: 77 Reg.; 93 Reg.; 115 Reg., (the Old Iron Hearted;) 153 Reg.; 3rd Cavalry; 13th Reg., Heavy Artillery.

As the glove and leather business increased in importance, and Johnstown and the surrounding territory increased in population, the need and necessity of better transportation facilities and communication with the outer world became more and more felt. Indeed, the need of railroad communication was agitated as early as 1836, and in that year on May 13th, at a meeting held in the court house, an organization was perfected known as the Johnstown and Utica and Syracuse Railway Company with a capital stock of $75,000. A survey and thorough investigation revealed, however, that the scheme was impracticable and the enterprise was abandoned. Some time later, a canal from Johnstown to Fonda

was contemplated, but this, too, was abandoned as impracticable. A movement was then started to organize a company to build a railroad from Fonda through Johnstown and Gloversville to Garoga, terminating at a point near Canada Lake. At that time the New York Central burned great quantities of wood in its locomotives, and the projectors of this enterprise were filled with the hopeful expectation that, by reaching the timber district and transporting to market lumber and firewood in sufficient quantities, the road could be operated at a substantial profit. It soon became apparent, however, that coal was about to supersede wood as fuel for engines and locomotives, and, for this reason, this enterprise was also abandoned. Finally, on the 16th day of June, 1867, the Fonda, Johnstown & Gloversville Railroad Co. was organized with a capital stock of $300,000, and articles of incorporation filed in the office of the Secretary of State on the following day. The first officers of the company were as follows: President, Willard J. Heacock; Vice President, David A. Wells; Treasurer, John McLaren, Jr.; Secretary, Timothy W. Miller; Directors, W. J. Heacock, John McLaren, John E. Wells, Byron G. Shults, D. B. Judson, John McNab, D. A. Wells, Alanson Judson, Lewis Veghte, George F. Mills, U. M. Place, John Peck and Timothy W. Miller.

On September 30th, 1867, a contract was entered into with Adam Swartz for the construction of the road and the work immediately thereafter commenced, but Swartz found the undertaking too great, more than he bargained for, so to speak, and he threw up the job. Several other contractors undertook to carry out the undertaking Swartz had assumed, but they, too, failed in their agreements. Finally, under the direction of Lawton Caton, a very capable civil engineer of Syracuse, and who subsequently and for many years served with great efficiency as superintendent, the road was completed, and the first train, consisting of locomotive, two passenger cars, one baggage car, two box cars, and four platform cars, was run over the road on November 29th, 1870. This date marks the opening of a new era, the birth and beginning of the new and modern Johnstown.

As Johnstown increased in population and commercial importance, the need of a more potent municipal government became manifest, and on May 9th, 1895, the Legislature, in deference to an almost unanimous appeal of the citizens, passed a law incorporating the city. The first city officials were as follows: Mayor, Jacob P. Miller; Alderman-at-Large, James F. Mason; Aldermen, Eli Miller, John P. O'Neil, Frank Randall, George A.

Stewart, John F. Cahill, S. E. Trumbull, George C. Potter, James Stewart; City Clerk, John T. Morrison.

Since the incorporation of the city, and the greater potency of the city government, Johnstown has made rapid strides in progress and the matter of improvements. Many new streets have been laid out, many miles of streets have been improved, new industries have been attracted to the city, a new and additional water supply added to the old system, school and educational facilities have been improved and increased, and all in all the present conditions bespeak loudly substantial progress and prosperity for the future of Johnstown.

It is, indeed, quite impossible to go into any great details regarding Johnstown, within the limitations of this chapter. I have referred to many things any one of which, to do it justice, would fill a volume. And this is particularly true in relation to Johnstown's school system. Starting with Sir William Johnson's free school, which was succeeded by the Academy on South Market Street, and the latter by the present highly-organized and efficient modern free school system,—to go into full details would fill several volumes. Elizabeth Cady Stanton, the pioneer, and for many years the national leader of the Woman's suffrage movement, a native of Johnstown, in her recent and revised autobiography, draws a vivid word-picture of school days at the old Academy, during her girlhood period, in the '30s, of the scholarly atmosphere that prevailed throughout the village, and I might add, which survives to this day. The citizens of Johnstown have always taken a deep and extraordinary interest in matters pertaining to their schools and education, and the result is reflected not only in the number of persons who received their preliminary education in Johnstown, and who subsequently won high and merited distinction in different walks of life outside, but also in the clean and wholesome conditions and the high standards which prevail generally throughout the city at the present time.

On January 27th, 1794, the State Board of Regents received the school which evoluted from Sir Willam Johnson's free school under its visitation. The Academy was erected in 1796, the eleventh academy in the State, and held high position among the schools of the country until 1869 when the trustees declared their office vacant, and the old private educational institution was adopted as the academic department of the Union Free school.

Pursuant to an act of the Legislature, the Johnstown schools were reorganized in 1869. Prior to this the village was divided into two school districts by Market Street, the one on the west

RESIDENCE OF MRS. CHARLES B. KNOX, JOHNSTOWN

side, No. 4, being known as the "Lower District," and the one on the east side, No. 23, as the "Upper District." On December 11th, 1882, the inhabitants of Johnstown authorized the construction of a commodious school building at the northwest corner of the intersection of Perry and Montgomery streets. This was erected in 1884, and occupied in February, 1885. Just four years later, February 1st, 1889, it was completely destroyed by one of the most tragic and notable conflagrations in the history of Johnstown. The destroyed building was replaced the same year.

In 1908 the growth of the academic department reached such a point, and the necessity of a new high school building became so great, that the Board of Education asked for an appropriation for this purpose and the citizens enthusiastically voted for it. The new, handsome, and much-needed present high school building was erected in 1910, and occupied in September of the same year.

Among those entitled to honorable mention in connection with the development of Johnstown's school system is William S. Snyder, who came to Johnstown as teacher in the "lower district" school house. He became principal and superintendent when the school system was reorganized the second time, in 1873, and continued in this office until 1898. He was a man of indefatigable spirit and energy, a strict disciplinarian, a very capable teacher, a man who put his whole heart in the work of developing and improving the school system, and to whom the present generation and posterity owe a debt of gratitude that like many others, perhaps, will never be paid. Mr. Snyder was succeeded by P. M. Hull who served as superintendent 1898-9, who in turn was succeeded by Dr. Frank W. Jennings who served until 1910. The present superintendent, Mr. Earl L. Ackley, has served since the retirement of Dr. Jennings. He is a tireless worker, an efficient organizer, a strong and capable teacher, and is doing good work and achieving substantial results in raising the standards of our educational institutions. During the administration of Superintendent Ackley, Johnstown's school system has made a healthy and wholesome progress, kept abreast of the times, and ranks with the school systems of any of the cities of the State.

In the case of the Presbyterians, or the "Calvinists", as they were popularly called; the Lutherans; the Methodists; the Baptists; and the Roman Catholics; these several sects or denominations held church worship long before there was a formal organization or incorporation, and before church edifices were erected. Following the Revolution, the Presbyterians were

granted by the Legislature sole control of the St. John's church property, and worshipped in the old stone church heretofore described, erected in 1772. For a number of years the Lutherans also were permitted to worship in this building. We have no record of where services were first held by the Scotch Highlanders, (Roman Catholic), but we do know that such services were held as early as 1773, and that the first Catholic clergyman was Rev. John McKenna, an Irish priest, educated at Lorain University.

The Presbyterian Church was formally organized and incorporated in 1785. The first Presbyterian church edifice was erected in 1799, and is now the main building of the manufacturing plant of the Scotsmoor Company on North Market Street This church building was erected during the pastorate of Rev. Simon Hosack, a man of high scholarly attainments, great strength of character, who served as its pastor for a period of forty-three years.

The United Presbyterian Church sprang from a secession of members from the "Calvinist" church, which occurred in 1827, due to a change in the manner of conducting the singing in connection with the church services. For many years services were held in the building on South Market Street, until recently occupied as a glove factory by W. M. Grant and Son. The present church edifice was erected in 1869. The late James A. Williamson, D. D., was selected as pastor in 1864, and served as such for more than fifty years. A golden jubilee of Dr. Williamson's pastorate was fittingly celebrated June 17th, 18th and 19th, 1914.

The original incorporation of the church society, which has evoluted into St. Paul's (Lutheran) Church, occurred February 4th, 1801. The first church building was just westerly of the old burial ground on the northerly side of the extension of West Main Street, on the Gross farm, and dates back to pre-revolutionary days and to the time of Sir William Johnson. This edifice was erected by the Lutherans of Albany Bush and Johnson's Bush, as the scattered settlement in the vicinity of the church was called in the early days, and on a glebe donated by the Baronet.

The first Methodist Episcopal church edifice was situated on the northerly side of Main Street, just easterly of the law office of Judge Daniel Cady. The date of the erection of this building has been lost, but it was many years before the present church organization was perfected, and which occurred August 31st, 1829. The cornerstone of the present magnificent church structure was laid with fitting ceremonies July 16th, 1887.

The Baptist Church was organized November 3rd, 1842. There were persons of this denomination living in or near the village as early as 1795, and prayer meetings were held at this time at the house of a Mr. Hardy, an Englishman, residing on William Street; also at the home of a member of the Methodist Church named Brewster, who resided opposite the Dutch Reformed meeting house. Governor Enos T. Throop, (1829-32), a native of Johnstown, was an elder of the Baptist Church during a period of the early days of the Nineteenth century.

The modern churches of Johnstown include the Reformed Church; St. Mark's Lutheran Church; St. Anthony's Church (Slovak Roman Catholic); Sts. Cyril and Method, (Slovak Catholic); Chapel of the Immaculate Conception, (Italian Roman Catholic); St. Patrick's Roman Catholic; First Church of Christ Scientist; and the A. M. E. Zion.

No community in the State or country, showed a stronger spirit of patriotism during the World war than Johnstown, and its record in this respect is as brilliant as the record of Johnstown in the Rebellion. In every enterprise connected with the world's greatest tragedy, Johnstown rushed to the front with a spontaneity that was indeed commendable. In the matter of subscribing its quota for the several issues of Liberty Bonds, in the achievements of the Red Cross, in short in the field of all activities connected with War Relief work, Johnstown displayed a spirit energy and enthusiasm, which was applauded far and wide. The following is the registration of the Second Military District of Fulton County of which Johnstown constituted the largest and leading part: June 5th, 1917, 1,793, between the ages of 21 and 31; June 5th, 1918, 52, who had reached their 21st birthday: August 24th, 1918, 26, who had reached their 21st birthday; September 12th, 1918, 2,759, between the ages of 18 and 45.

"What matters death, if Freedom be not dead;
No flags are fair if Freedom's flag be furled,
Who fights for Freedom goes with joyful tread
To meet the fires of Hell against him hurled.
And has for Captain Him whose thorn-wreathed head
Smiles from the Cross upon a conquered world."

The following is a list of names of the young men of the Second Military District who made the supreme sacrifice, gave up their lives, that freedom's flag might not be furled, that our Christian civilization might be perpetuated, that the world might be "made safe for democracy": Leonard W. Ripton, Charles R. Walrath, John Dobijas, Patrick Connelly, Henry Bradt, Russell

THE TRYON COUNTY BAR

Members of the bar of Fulton County impersonating the bar of colonial Tryon County during the sesquicentennial of the founding of Tryon County held at Johnstown in 1922. The photograph was taken on the side entrance of the old Tryon County (present Fulton County) Courthouse, erected in 1772.

JOHNSTOWN PAGEANT, 1922

A group on the lawn of Johnson Hall.

Trumbell, Frank Filkins, H. J. Smith, James P. Uhlinger, J. Oran Johnson, Lloyd Reese, Frederick Fogarty, Philip C. Gross, William F. Forchette, Clyde Mabee, Brown D. Murray, Dorr Mason, William Weaver, Abbott Laning, Leo F. Burke, Edward M. Sheil and Floyd Manzer.

The reader will appreciate that the limitations of a sketch of this character makes necessary the omission of a great many things that otherwise and in the interest of completeness should be included. A chapter could be written in relation to the Bar of Johnstown, past and present, and the many eminent jurists and lawyers, who have been and are identified with and who have graced the same, since the days of Judge Daniel Cady down to the present time; and the many important and sensational trials and litigations which have taken place in the old court house, and in which such eminent men and lawyers as Chancellor Kent, Alexander Hamilton, Aaron Burr, Thomas Addis Emmett and others have participated. Much the same can be said of the medical profession. And no sketch of Johnstown is complete without giving some of the details of the more important events in the life and career of its illustrious founder, Sir William Johnson. And the history of St. Patrick's Lodge No. 4, F. & A. M., of which Sr. William was the first Master, chartered in 1766. Another chapter could be written in relation to the ancient highways by which the hardy pioneers found ingress and egress to and from this section a century and a half ago. But for the reason stated all this must be omitted, and for the reader interested I would suggest the perusal of many volumes on these several subjects to be found in nearly every public library.

A few pertinent facts not heretofore referred to are the following: the first newspaper in Johnstown was published in 1796; the first bank incorporated in 1831; the first great fire occurred in 1834; first telegraph introduced in 1857; gas introduced in 1857; first horse railroad, 1874; first electric railroad, 1893; first water works system built in 1878; electric lights introduced, 1887; first asphalt pavement laid, 1891; Johnstown Historical Society organized, 1892; first Masonic Lodge building erected, 1794; Y. M. C. A. building erected, 1902; Johnstown Public Library erected, 1902; Johnson Hall purchased by State of New York, 1907, now in the custody of the Johnstown Historical Society.

As there are no two individuals just alike so there are no two communities just alike. Communities are simply aggregations of individuals, possessing all the characteristics of an individual,

reflecting the average virtues and vices, the average strength and weakness, of all. And each community differs in certain of its characteristics from every other community. Johnstown is noted for a certain wholesome conservatism. The citizens are not inclined to embrace a thing until they are soundly convinced that it is right, and when so convinced they get behind every worthy enterprise with a public and community spirit that is indeed commendable, and which has excited applause and admiration throughout the State and the country.

A notable organization quite recently perfected, largely through the efforts and energy of Mrs. Rose M. Knox, is the Federation of Women's Clubs for Civic Improvement, whose slogan is, "Beautify Johnstown." It was through the efforts of Mrs. Knox and these women that an appropriation was secured from the State Commission on Parks for the purpose of improving and beautifying the grounds surrounding Johnson Hall. Mrs. Knox is a woman of extraordinary executive ability, who manages the extensive business established by her late husband, the Charles B. Knox Gelatine Co., Inc., and her connection with any public or community enterprise or movement insures success. She is very progressive, commendably generous, and much attractiveness has been added to life in Johnstown through her and her late husband's princely benefactions.

JOHNSON HALL PAGEANT, 1922

Council fire scene, between Sir William Johnson and a Seneca chief. Photo by The Author.

CHAPTER 120.

THE CITY OF GLOVERSVILLE.

By Fred B. Carl.

"UNCLE SAM'S GLOVE FACTORY, THE GATEWAY CITY OF THE ADIRONDACKS"—A STUDY OF THE CITY'S GLOVE INDUSTRY WHICH MAKES EIGHTY PER CENT. OF AMERICA'S GLOVES—"GLOVERSVILLE GLOVES AMERICA"—GLOVERSVILLE HISTORICAL AND GENERAL NOTES BY THE EDITOR—THE CITY'S ADIRONDACK NEIGHBORHOOD—GAROGA AND CANADA LAKES—THE SACANDAGA TRAIL—THE SACANDAGA RIVER, SACANDAGA VLY, AND SACANDAGA LAKE, THE MOST SOUTHERLY AND ACCESSIBLE LARGE ADIRONDACK LAKE—GLOVERSVILLE THE METROPOLIS OF THE CENTRAL SOUTHERN ADIRONDACK REGION.

The following chapter, descriptive of the city of Gloversville, is by Mr. Fred B. Carl of the Leader-Republican, Gloversville, with addenda by the editor:

Unique to a major degree is the history of Gloversville, today one of the most thriving of the industrial cities of Northeastern New York. Just why the earliest pioneers of this section should have chosen this location for their settlement is somewhat problematical, as it is situated some eight or nine miles north of the main arteries of transportation—the New York Central Railroad, the Mohawk Turnpike, the Mohawk River and its barge Canal— it has few natural physical advantages for an industrial center, no river or stream of any size to provide power for its mills and factories, no fertile fields to yield provender for its people, no sources to supply its industry with raw material.

Yet it is out of conditions such as these that the hardy pioneers and the succeeding generations have wrought a miracle of transformation. Nestling here in the foothills of the Adirondacks and forming the gateway to the vast Northern country, is a city modern in every essential, made up of vast interests, particularly as related to the glove and leather industries—a city of cheerful homes and a happy and contented people. From those pioneer days of about 1754, when a few followers of Sir William Johnson made the first clearings and built rude homes in that section of a royal grant which they named Kingsborough—now Gloversville—the thus formed hamlet grew until in 1848 there were two adjoining hamlets, Kingsboro (the final "ugh" being

BUSINESS CENTER, GLOVERSVILLE

Fulton County National Bank, corner of Main and Fulton streets. The City National Bank, at the left on North Main street. Photo by Becker, Gloversville; courtesy of Mr. Edward H. Mills, Leader-Republican, Gloversville.

MAIN STREET, GLOVERSVILLE

Looking north, with the Kingsborough Hotel on the left.

dropped) and Gloversville, each with a population of about 400 souls. In later years the two were combined, first in 1852 into an incorporated village, which in 1890 became the city of Gloversville. At that time the population had passed the 15,000 mark.

With the beginning of 1925, Gloversville had a population exceeding 25,000, and its industries, which for more than one hundred years had been confined to the tanning of leather and the manufacture of gloves and mittens, had expanded to include the manufacture of silk, hosiery, slippers, sporting goods, automobile tops, storage batteries, fire escapes, sewing machines, moving picture films, pocketbooks, toys, machinery, tools, dies, leather novelties, concrete blocks, knit goods, mattresses, brooms, and many other articles of general use, making a total of 196 manufacturing industries within its boundaries.

It would therefore appear that it was foreordained, when the hardy New Englanders first settled here, that Gloversville was to be industrial, and it has never faltered for a moment on its trend towards the great manufacturing center that it is today. And the end is not yet, for Gloversville has building room of ideal topography and proportions. It has no ravines to bridge or hills to dig away, or climb, in order to get from one section of the city to another. It knows nothing about the drawbacks of insufficient building room or hard topographical conditions. It is healthful above the average city, with its proximity to the great outdoor country of the Adirondack mountains and lakes just north of the town. The urge to be out and doing, in the sports that go with such an environment, is great and naturally prevails. Nature has endowed this whole region very richly.

As its name implies, of all its varied industries of today the manufacture of gloves and leather form its principal industry. Here are more than 125 separate glove factories, five shoe leather tanneries and eighteen glove leather tanneries. As an industrial center, these are augmented by twelve silk mills, three paper box factories, three woodworking and five leather novelty factories, two knitting plants, a hosiery factory, three slipper factories, five sporting goods and leather novelty factories, two millwork plants and lumber yards (taking both hard and soft wood from the nearby forests), three machine shops, a sewing machine factory and a foundry. Sweatshops and fire traps are unknown. More gloves and finer gloves are turned out each year than in all the other cities of the United States combined, making it justly entitled to its slogan, which is emblazoned along the railroad lines

and highways throughout the country—"Gloversville Gloves America."

Since the days when the manufacturing of gloves was developed to a nation-selling scale, the growth of the city has been steady until today it has an assessed valuation of more than $22,000,000. It has thirty acres of parks and playgrounds; seven mountain reservoirs, with a capacity of 380,000,000 gallons of spring water, making an unusually pure water supply; it has an excellent educational system, including a $500,000 high school, a $350,000 grammar school, eleven grade schools, two parochial schools, and a public library with a circulation of about 10,000 volumes a month; it has nineteen churches, two chapels and a full quota of religious societies; thirty-one fraternal societies are represented here; the general social facilities are ample and include several fine club houses. The city is beautifully laid out with hundreds of miles of streets, a majority of them well paved and amply lighted, the post light system being employed in the business section, where the streets are free of wires of any kind. The manufacturing plants are scattered over a wide area, making it impossible to cramp the business section, thus tending to keep a monopoly of central real estate out of Gloversville. The city's health conditions could hardly be improved upon, having a clear, dry atmosphere, 812 feet above sea level; the birth rate is 19.21 per thousand, and the death rate 13.01 per thousand. Labor conditions which are exceptionally good here prevail. There have been but few strikes in the city's history and the relations between employers and employes are unusually satisfactory.

The assets of the city include a thoroughly modernized motor fire department, a Y. M. C. A., a Y. W. C. A., and a Jewish Community Center, each with a handsome and commodious building of its own; three theatres; a Home for Aged Women; and the Nathan Littauer Hospital, one of the finest equipped institutions of its kind in the state, together with the Harriet Littauer Home for Nurses, both erected and partially maintained by Hon. Lucius N. Littauer as memorials to his father and mother, who were among the early residents of the village. Up to the present, Mr. Littauer, who is the head of one of the largest glove manufacturing companies in the city, has contributed more than one million dollars for the construction and upkeep of these institutions. One of the most influential civic organizations is the Chamber of Commerce and Better Business Bureau, which has done much in advancement of business and industrial interests during recent years. Gloversville takes particular pride in its Home Fund, it

having been the pioneer city in the country in establishing, in 1918, the community chest method of caring for its charities—a method which has proved so successful that it is now employed in about 250 cities throughout the country.

The general prosperity of Gloversville is reflected through the reports of its three banking institutions, each of which is housed in a handsome building of its own of modern construction. Their reports, in 1924, showed a combined capitalization of $1,250,000; deposits of more than $12,000,000; and surplus and undivided profits of $1,500,000.

Having reviewed the Gloversville of today, it is now well to hark back to the beginning in order that the reader may appreciate the miracle of transformation since the time when this section was a virgin forest roamed only by the redman, and explaining why this became the seat of the glove industry in America; an industry which in volume amounts to many millions of dollars a year, and produces approximately 75 per cent. of the gloves and mittens manufactured in this country.

Some time in 1738 William Johnson, being disappointed in love, determined to forget his sorrows by coming to America to manage the estate of his uncle, Peter Warren. It took Johnson no long time to see the possibilities of the region. He adapted himself easily to the frontier life and soon became a landowner on his own account. His British nature longed for great estates and feudal mansions. In 1752, Arent Stevens and nine others purchased the 20,000-acre Kingsborough tract, for which they paid "three pieces of Showde, six pieces of gailing linnen, three barrels of beer, six gallons of rum, and a fatt Beast." This sale was confirmed by the government the next year. The land was immediately made over to Johnson, who has been suspected, reasonably, no doubt, of having had a hand in the deal from the first. To make his project a success, it was necessary to have settlers on this land, so Johnson brought to it a number of Highlanders who had been exiled from Scotland after the defeat of the Pretender. This scheme was eminently successful and for the next few years Johnson gave his attention to fighting the French. Arent Stevens was an Indian interpreter and general factotum employed by Johnson in his dealings with the Indians.

It was as a reward for his services in the French-Indian war that George III, in 1760, granted him the title of the 100,000-acre Kingsland grant. From then until his death, in 1774, Johnson devoted his entire time to his estate, it becoming more successful each year. Sir William's son, John, and his sons-in-law, Guy

ON THE BEACH AT GAROGA LAKE

The great pleasure resort of the central southern Adirondacks, eleven miles northwest of Gloversville. Garoga Mountain in the background, 400 feet above Garoga Lake which is 1,450 feet above the sea. Garoga Lake is one of the headwaters of Gargo Creek which empties into the Mohawk River at Palatine Church.

THE ECCENTRIC CLUB, GLOVERSVILLE

Johnson and Daniel Claus, were by no means his equal; and so, after Sir William's death, the affairs of the estate became entangled through poor management. At the outbreak of the Revolution it was abandoned, and Sir John, a Tory, fled to Canada, followed by the greater part of his tenants. His lands and property were confiscated by the new government and for a time lay vacant. But the land was not forgotten. Colonial soldiers had carried home tales concerning it. Before long the people of New England, becoming dissatisfied with their poor farms, decided to move West—and where more naturally than to Kingsborough? Broadalbin and Mayfield, however, were resettled a little before Kingsborough. The newcomers, upon taking up the partly cleared farms left by Sir John Johnson's people under the last Southern spur of the Adirondacks, found that, in the heavily timbered slopes reaching far back into the big woods, deer, moose, and other fur-bearing animals were plentiful. Here New England pioneers made their homes; here they found a climate of long winters and deep snows which generated energy —and these transplanted Yankees knew how to harness that. Their fathers had been taught in a crude way how to tan deer skins, by the Indians of Plymouth, and necessity urged them to utilize that knowledge, for they must have covering for hand and foot. The boys could shoot the deer; the family needed the meat; the father could tan the skins and make patterns of thin basswood boards, which mother could place upon outstretched skins and with a lead pencil trace the outline of glove, mitten or moccasin; then with heavy sheep shears cut them out and sew them with three-edged needles, using homespun hempen thread. This sewing was done by the mother and the girls, one glove or mitten being sat upon while the other was being sewed. This corresponded to the present system of "laying-off", or steaming and pressing the product. At that time Connecticut was especially well represented in the community and a number of these Connecticut people were tinsmiths by trade. They bartered tinware with the Indians for skins, thus collecting, for the first time in quantity, the raw material for the leather which really started the great glove industry of the present day.

This was the simple beginning of an industry in which every member of the family could help, and the surplus, after supplying the family needs, could be bartered for other necessities. Thus the product of the forest, the farm and the tinsmith became the circulation medium. Money was a novelty, but the lack of it

increased the thrift and resourcefulness of the settlers, making them alert to every opportunity.

The pioneer probably thought only of his own success, but he was building better than he knew; his efforts were contagious and soon every house in the community was a glove factory and every family master of its own fate. After the surplus grew to greater proportions than the tin peddler could handle, the buckskin peddler was born, who carried his wares in wagons and sleighs to distant distributing points, for there was always a demand for hand protectors.

This spreading of the market developed new processes of dressing leather, newer patterns, better shapings, better sewing, which would bring a blush to the tinman's cheek who had extolled the first product. Now the industry had passed the tinman and was keeping abreast of the demand. All of this happened before the screech of the steamboat whistle had echoed from old Storm King on the Hudson; before the Erie Canal stretched its serpentine trail from Troy to Buffalo; before the snort of a locomotive had punctured the Indian stillness of the Mohawk Valley.

Each year brought greater knowledge of the treatment of leather; each year brought better and more economic skill in form and quality of gloves. The wooden patterns have been replaced by accurate steel dies; the sewing machine has given eternal rest to the housewives' fingers and her three-sided needle; now the whole world is asked to contribute skins to satisfy the gloveman's greed; now the whole world is his market.

Originally all of the gloves made here were of buckskin, but as the demand for the manufactured product became greater and at the same time the deer became scarcer in the Adirondacks and in all other parts of the country which eventually were called upon to supply the raw material, other lines of suitable leather were developed until today nearly every country on the globe, particularly those of Asia, Africa, Australia and South America, send enormous quantities of skins in the raw which are tanned here and later transformed into gloves of every style and quality. The various leathers now used include cape, suede, chamois, rabbit, doeskin, lightweight buckskin, horse hide, cattle hides, pigskin and sheep.

The pioneer glovemakers settled here because they just happened to, and they had the pluck never to regret it. They had to pay millions of dollars more for transportation than if they had been on a trunk line. They surmounted all sorts of obstacles and they came up smiling; they made a name and fame. Today the

glove business here is feeding fifty thousand people, who live in greater contentment and who are surrounded by more comforts than those engaged in any industry of like proportions on the map. The glove-making pioneers were the forefathers of the generations which have built the Gloversville of the present, which never fails to call forth its tribute of praise from the traveler. Hundreds have come and gone who have not been unmindful of its beauty and thrift, and who have never tired of writing and speaking of its attractions, the intelligent and prosperous appearance of its people and other proofs of an active and contented populace. It is to the energetic and bustling business man of present day ideals and progressive instincts that this city especially appeals. Here industry never lags and its citizens are always at work, advancing its supremacy in every way possible and making it justly entitled to be known as "Uncle Sam's Glove Factory; the Gateway City to the Adirondacks".

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The following added Gloversville historical and general matter is furnished by the editor of this work. It covers certain Gloversville features other than those described in Mr. Carl's interesting contribution.

While the majority of the early settlers of Gloversville were New Englanders, or Yankees, a great proportion of them were of "Mohawk Dutch" stock—that is, of Holland Dutch or Palatine ancestry. This is shown by the number of "Vans" in the Gloversville and Johnstown phone books. The Vans number 111 in the two cities, which is significant considering the fact that this Holland Dutch prefix has been dropped from many names which originally bore it. Johnstown and Gloversville have a population which is largely American in contrast to other cities of similar size. The two Fulton County cities have a combined population about equal to that of Amsterdam, which, however, has a much smaller proportion of Mohawk Dutch in its ancestral antecedents.

Gloversville's retail trade draws patronage from the middle Mohawk Valley as well as from Fulton and Hamilton County. The junction of Fulton and Main streets is indeed "the busy corner", as it is aptly termed locally.

Gloversville has handsome Eccentric Club and Elks Club houses, a very fine Masonic Temple, a large and architecturally imposing high school, an interesting statue group monument to Civil War veterans, and a (1924) statue of a World War buddy, erected by the Gloversville post of the American Legion, as well as many other architectural and civic features of interest.

"LEST WE FORGET"

World War Monument, erected by Gloversville American Legion Post in 1924.

Company H, One Hundred and Fifth Infantry, N. G. S. N. Y., has its armory at 87 Washington Street. Its history and distinguished World War record are given in a separate chapter devoted to this noted local military organization, now a part of the United States regular army.

Gloversville has a most interesting history. Its site has virtually been cleared in the Adirondack wilderness, the forests of which look down on the city from the northern summits. In 1786 nothing but the Sacandaga trail connected the present cities of Johnstown and Gloversville. Blazed, or axe-scarred trees showed the way to the New England settlers who came up the Mohawk and through Johnstown to settle in this section, then known as Kingsborough, by which name the northern Gloversville neighborhood is still known. The first Yankee settlers came here soon after the close of the Revolution in 1783.

Families by the name of Burr, Ward, Giles, Mills, Throop, Mann, Bedford, Jones, Lord, Heacock, Griswold, Wilson, Crossett, Greig and Lindley were among the first settlers.

The first church (Methodist Episcopal) was built in the Kingsborough section in 1790, and the first school, in the city limits, was opened in 1800. A mill and tavern also were built about 1800. Leather manufacture and leather mitten manufacture developed about 1806-1809. In 1816 the place was called "Stump City", with reference to the clearings in the forest which then covered most of the present city. The first store was opened in 1828. Gloversville had fourteen houses and about 100 population in 1830, after which date it grew rapidly. In 1851 it was incorporated as a village, then having about 350 houses and a modern steam-heated, gas-lighted hotel was built. In 1857 it had 500 houses and nearly 3,000 population. In 1854 Union Seminary was built, which was incorporated as a building of the public school system in 1868. The Civil War boomed glove manufacture.

Prior to the Civil War, manufactured leather gloves or mittens were legal tender in Gloversville. Nearly all trade was by barter and settlement was made by merchants, manufacturers and artisans on January first.

In 1870 the Fonda, Johnstown & Gloversville Railroad was constructed, and in 1875 this road was extended to Northville. In 1890 Gloversville became a city.

In 1919 Gloversville had 206 factories, with 6,331 primary horsepower and capital of $27,616,000, 6,704 workers receiving $7,559,000 annually, and a yearly manufactured production of $38,913,000. (1920 U. S. Census report.)

The Fulton-Hamilton Counties Fair is annually held at Gloversville.

All pioneers learned the art of tanning deer skins from the Indians, using the deer's brains or hog's brains in the process instead of the soda ash "fat liquor" later in use. Deer skins were then used for all kinds of clothing, moccasins and mittens, and were especially prized for breeches on account of wearing qualities. These skins were plentiful, cheap and often a drug on the market.

Ezekiel Case settled in Kingsboro in 1806 and tanned leather and made leather mittens. In 1807 Tallmadge Edwards, an English leather dresser, settled in Johnstown. James Burr of Gloversville brought Edwards to this place and the manufacture of leather and leather mittens was here begun in 1809. In 1810 Burr sold leather mittens by the dozen lots. James Burr seems to have been the leading figure in early glove industry, as he created many improvements in the manufacture of leather. Gloves were only occasionally made of the finer and softer parts of the leather. In 1825 Elisha Judson took a load of gloves to Boston for sale. In 1859 the first glove and mitten cutting machines were made at Gloversville. Since that time improvements in machinery and leather have been constant and glove manufacturing has become one of America's leading industries, with Gloversville as its center. Silk and woolen glove manufacture are becoming also important industries of Gloversville, as well as of other Mohawk Valley towns.

The highest point in Gloversville is a hill on its western edge rising 160 feet above the Cayadutta, or 940 feet above the sea.

The city of Gloversville lies on the divide (780 feet sea elevation) between the Sacandaga and the Mohawk watersheds. The waters of the Cayadutta (running into the Mohawk at Fonda) drain the greater part of the city, but the northeastern limits lie on the divide between Cayadutta Creek and Mayfield Creek, which empties into the Sacandaga at Northampton, where Sir William Johnson, in 1760, built Fish House in the shadow of Bald Mountain there rising 1,000 feet above the river.

Before the glacial period the Sacandaga flowed south into the Mohawk. Glacial drift deposits choked its channel at Northampton, forcing it to seek a northern channel to the Hudson.

Although Gloversville's southern limits lie less than five miles, in an air line, from the Mohawk River, its northern section is close to the Adirondacks, some of whose southern summits rise from the city. A wonderful picturesque region of forest, lake

and mountain lies immediately north of Gloversville. Mountain Lake (three miles northeast, at a sea level altitude of 1,577 feet) is the nearest Adirondack lake. The road makes a steep rise of 800 feet to the summit on which it lies. Peaks near Woodworth Lake (four miles northeast) rise to heights of 1,960 and 2,000 feet, or over 1,200 feet above Mayfield Creek. Westward, the highest summit is Klip Hill, 1,600 feet above the sea, a northward continuation of Nose Hill Ridge or Mayfield Mountain.

The old Canadian trail north to Lake Champlain is now followed by the Sacandaga trail to Northville, which reaches Northville 17 m., Speculator 42 m., and thence to Piseco Lake. From Northville it runs to Lake George, 53 m. northeast of Gloversville.

The Sacandaga Trail is Gloversville's more important highway feature, forming Main Street, the city's main thoroughfare. Over this highway and city street passes a great tide of summer and autumn travel to and from the central southern Adirondacks.

Six miles northeast of Gloversville, over the Sacandaga Trail, is the Sacandaga Vly (Vly or Vlaie is Dutch for swamp, swampy stream and sometimes for natural meadow). This is one of the largest Adirondack marshes. The road to Northville runs along its western edge. The Vly will soon be covered by the Sacandaga Lake or storage reservoir, which will form an artificial lake thirty-five miles long, from Northville to Conklingville.

Sacandaga Lake will form the most southerly large lake in the Adirondacks. Besides being a water storage reservoir, of great economic value, it is bound to become an important southern Adirondack summer resort region. The Sacandaga River now lies but eleven miles (airline distance) from the northeastern limits of Gloversville, and the shores of Sacandaga Lake will be much nearer to the city. Sacandaga Lake is bound to become a great recreational asset to the city of Gloversville, as well as to the Fulton County village of Northville, located on its upper shores. Although this new body of water is not in the Mohawk Valley, a considerable part of the lake lies in Fulton, one of our six Mohawk Valley counties.

The Auskerada Trail runs northwest from Gloversville, eleven miles, to the Canada (also called Auskerada) Lake region, where the Adirondack peaks separating the Mohawk and Sacandaga watersheds rise to summits of 2,200 feet and over. Pigeon Mountain, with a sea elevation of 2,780 feet, is the highest peak (eleven miles northwest of Gloversville) on this Mohawk-Sacandaga divide.

The Canada and Garoga Lake region is the most southerly of

FLAG DAY AT GLOVERSVILLE HIGH SCHOOL

On North Main street. Photo by Becker, Gloversville; by courtesy of Mr. Edward H. Mills, [illegible] Leader-Republican, Gloversville.

the Adirondack mountain lake districts. It is the nearest to and the most accessible from the Old Mohawk Turnpike and is therefore increasing in popularity and population as a summer resort.

Gloversville is indeed a gateway of the Adirondacks. The vast northern wilderness begins immediately north of the city limits, and the town is truly the metropolis of the great southern central Adirondack region.

Dr. William J. Miller, the eminent geologist, is the author of the "Geological History of New York State" and "The Adirondack Mountains". Professor Miller was formerly professor of geology at Hamilton College, and now (1924) holds a similar position in Smith College. He is a generally recognized authority on matters pertaining to the geology of the state of New York and the Adirondack region. Dr. Miller says that the wildest region of the Adirondacks is that lying immediately north of Gloversville, embraced within the trails which run northward (the Sacandaga Trail) from Gloversville to Lake Pleasant, and from there "around the horn" (as this trip is called in the Mohawk Valley)—from Lake Pleasant to Lake Piseco, and thence down the Piseco Trail through Arietta, and back to Gloversville or over the Garoga Trail south to Fort Plain and Canajoharie.

From the foregoing it can be readily seen that the life of present day Gloversville is interesting and that its civic and industrial features are fraught with a still greater promise of things to come.

ELIZABETH CADY STANTON

The world's pioneer woman suffragist.
Born in Johnstown in 1815.

CHAPTER 121.

CANAJOHARIE-PALATINE BRIDGE.

ROUND TOP—CHERRY VALLEY MOUNTAINS—CANAJOHARIE CREEK, FALLS AND GORGE—THE "BOILING POT"—SHAPER POND, WHERE BROOKLYN BRIDGE STONE WAS QUARRIED—ROADS TO SHARON SPRINGS, CHERRY VALLEY, OTSEGO LAKE, COBLESKILL, SCHOHARIE RIVER AND CATSKILL MOUNTAINS—CLINTON'S ROAD—BEECH-NUT PACKING COMPANY—ARKELL AND SMITHS—CANAJOHARIE LIBRARY JAMES ARKELL MEMORIAL BUILDING—EAST AND WEST HILLS IN CANAJOHARIE—PALATINE BRIDGE AND "GRAND STREET", THE MOHAWK TURNPIKE—FIRST SETTLED BY HENDRICK FREY IN 1689—HENDRICK SCHREMBLING SETTLES IN CANAJOHARIE IN 1730—FORT FREY, 1739—VAN ALSTYNE HOUSE BUILT, 1750, FAVORITE MEETING PLACE OF THE TRYON COUNTY COMMITTEE OF SAFETY—WASHINGTON VISITS CANAJOHARIE AUGUST 1, 1783—VILLAGE INCORPORATED IN 1829—SUSAN B. ANTHONY, A CANAJOHARIE TEACHER, 1848-1850—SACK INDUSTRY FOUNDED BY SENATOR JAMES ARKELL IN 1859—SKETCH OF "ONE HUNDRED YEARS OF CANAJOHARIE—1829-1925", BY HARRY V. BUSH, THE CANAJOHARIE HISTORIAN.

Canajoharie and Palatine Bridge are separate villages but form one community, connected by a bridge over the Mohawk. Palatine Bridge lies on the north shore, on the New York Central Railroad and the Mohawk turnpike, which forms its main thoroughfare. Canajoharie is on the south shore, at the mouth of Canajoharie Creek, and on the West Shore Railroad and South Shore highway.

Canajoharie is the terminus of a bus line running through the valley from Little Falls (nineteen miles west) over the Old Mohawk turnpike, and the valley end of the Sharon Springs (eleven miles south) bus line.

Here is a Barge Canal lock and dam, with an eight-foot rise from a water sea level elevation of 286 feet below to 294 feet above the dam. This is Lock No. 14 and Dam No. 10, Erie Division, Barge Canal, known also as the Canajoharie lock and dam. This level runs westward over three miles to above Fort Plain. A terminal dock is located at Canajoharie.

The packing of food products and the manufacture of paper and cotton bags are the chief industries of Canajoharie.

At Canajoharie en route from New York to Buffalo you enter a canned food belt which extends westward to Buffalo, furnishing a great part of the canned vegetables and milk supply of the country. A food packing establishment at Canajoharie is the second in size in the state. Its model factories produce a great

variety of food products. This is the Beech-Nut Packing Company, established in 1891, with over 800 workers in 1923.

The Beech-Nut Packing Company began operations here in 1890, under the name of the Imperial Packing Company, which was later changed to its present famous title. The Beech-Nut factories are open to the public and visitors are invited to inspect America's most hygienic and scientific food products workrooms. Many of the employes here come daily back and forth from Canajoharie's sister village of Fort Plain, three miles westward in the Beech-Nut buses. Canajoharie-Palatine Bridge and Fort Plain-Nelliston are sister communities (with a 1920 combined population of 6,076 and a 1925 estimated population of 6,500), between whom there have always existed close business, commercial, social and educational connections, with enough competition to make the relationship interesting.

The Beech-Nut Company also owns and operates Hotel Wagner along modern metropolitan lines. The officers of the Beech-Nut Packing Company, in 1925, were: Bartlett Arkell, president; Frank E. Barbour, vice-president; J. S. Ellithorp, treasurer; W. C. Arkell, secretary.

Arkell & Smith's paper bag factory was founded by Hon. James Arkell in 1859. It is one of the finest bag making and printing works in the world.

The village of Canajoharie in 1915 set a fine example in forestry to all the towns along the New York Central main line. In that year it set out 100,000 saplings to reforest the watershed of its water supply system. This example has since been followed by many Mohawk River towns.

Both Canajoharie and Palatine Bridge, located in the heart of the Mohawk Valley, are picturesque, progressive American villages of the highest type. Palatine Bridge residents claim that their half mile of elm-shaded Old Mohawk turnpike, which forms its Grand street, makes their little village the prettiest place in the valley. Canajoharie is situated mainly on what are known as East Hill and West Hill, divided by the Canajoharie Creek. It is a handsome, clean, well-ordered town, showing the possibilities of a harmonious combination of beauty and utility in an up-to-date American industrial community and farming center. Canajoharie and Palatine Bridge have many large and handsome residences with attractive grounds made doubly so by the very sightly location of the town. Arkell Hall, built of stone by Senator and Mrs. Arkell, stands on East Hill in a setting made beautiful by the skill of the landscape gardener. The Lipe

CANAJOHARIE-PALATINE BRIDGE AIRPLANE VIEW

Looking east over the Palatine Hills. View shows the Canajoharie Creek, end of the Gorge and Swimming Pool in the lower right hand corner. The West Shore R. R., Mohawk River, New York Central R. R., and Old Mohawk Turnpike are clearly defined. The Stone Arabia Road is seen running north on the upper left hand side of the picture. This is a most interesting view of this important Middle Mohawk Valley town. Cuno is courtesy to the Dennis-Nye Printing Co., Canajoharie

home, on West Hill, is another large residence in an attractive setting. The different views of Canajoharie here printed (particularly the aeroplane view) give a fine idea of the picturesque location of Canajoharie and Palatine Bridge.

Round Top.

The highest point close to Canajoharie is "Round Top" (800 feet sea elevation and 514 feet above the Mohawk), one mile southwest, on the Seebers Lane road. The highest Palatine Bridge neighborhood point is one mile northeast, 821 feet sea elevation, and 535 feet above the Mohawk.

Round Top is one of the most sightly elevations along the Mohawk. The visitor gets a view northward into the Adirondacks, southward to the Cherry Valley Mountains, foothills of the Catskills, as well as eastward and northward along the Mohawk River, which runs north northwest from above Canajoharie to Palatine Church. A twelve-mile stretch of the river and its fine farmlands is in full view from this lordly height.

Mohawk Valley South Central Plateau.

A broad and fertile upland plateau covers the southern central Mohawk Valley, extending from the hills bordering the west shore of the Schoharie River, westward to the Fall Hill ridge, at its first rise west of the Nowadaga at Indian Castle. It has a length of about twenty-five miles east and west and varies in width from about twelve miles (in the Canajoharie-Fort Plain-St. Johnsville section), southward to the Cherry Valley Mountains, to about eighteen miles (in the Fonda-Fultonville neighborhood) south to the Schoharie Mountains along the Cobleskill. A small section of this plateau lies north of the Mohawk from Canajoharie-Palatine Bridge and forms the Stone Arabia section (mainly in the township of Palatine, Montgomery County).

This plateau (on both shores) is reached after a climb up the river hills of from 400 to 500 feet. It is one of the best dairying, haying and general farming sections of New York State and a great stretch of it is in view from Round Top.

Canajoharie has always been a main market town and trading center for this plateau and is an important milk shipping point for the fine dairying country hereabout.

From the edge of this plateau, southeast of Canajoharie, Mr. Edward Gay painted the picture, "Farm Slopes of the Mohawk." It was nearby that A. H. Wyant made the studies from which he made his unusual painting showing the forest covered valley

and the river of prehistoric days. This picture appears in the foreword.

A number of farmers from the West have located on this plateau in recent years, a part of the remarkable immigration of Western farmers to the fertile Eastern lands near the great Eastern population centers.

Roads to Cherry Valley and Otsego Lake and to Sharon Springs and the Schoharie.

From Canajoharie roads run southwest, south and southeast to Cherry Valley (nineteen miles), Otsego Lake, Sharon Springs (eleven miles), Cobleskill (twenty-three miles), the Schoharie River and thence through the Catskills to the Hudson River at Catskill.

The mineral waters and baths at Sharon Springs are not surpassed by any of a similar kind in the United States. In the early and middle nineteenth century this Mohawk Valley upland village was a fashionable watering place. On clear days, from Sharon Springs and vicinity, one may look eastward far into the Adirondacks.

Canajoharie Library, James Arkell Memorial Building.

In 1924 and 1925, the Canajoharie Library James Arkell Memorial Building, was erected by Mr. Bartlett Arkell as a memorial to his father, Senator James Arkell, who was the originator of the present important manufacturing interests of the village. The handsome building is in the Colonial Dutch style of architecture and stands on the west side of Church Street, about opposite the center of the main Beech-Nut plant. The grounds about the latter are to be parked and beautified as well as the Library surroundings and the section will form one of the beauty spots of the Mohawk Valley, doubly so because in full view of the New York Central Railroad and the Mohawk Turnpike. The new Library utilized the stone of the fine old building which stood up to 1924 close to the Beech-Nut plant entrance. It was in this place that Hon. James Arkell made his first paper bags in 1859.

The James Arkell Memorial Building will contain an art gallery for the exhibition of paintings and drawings of Mohawk Valley subjects. Up to 1924 this was the first art gallery, present or projected, in the valley.

The Canajoharie Library was first organized in 1884, through the initial efforts of Rev. F. S. Haines, pastor of the Reformed Church of Canajoharie.

Clinton's Road.

The road to Sharon Springs and Cherry Valley runs along and through the Cherry Valley Mountains. The road to Otsego Lake branches off at Ames to Sprout Brook and runs to East Springfield and Otsego Lake. This is one of the earliest valley roads, probably following an original Indian trail. It was the historic route followed from Canajoharie by the left wing of General Clinton's American army in its invasion of the Seneca country in 1779.

The main body of General Clinton's army followed the road from Seebers Lane and the junction of the Happy Hollow Road due southwest to Salt Springville and East Springfield. This is Clinton's road or the Continental road.

Cherry Valley Mountains, 2,301 Feet High.

From any of the middle Mohawk River uplands, the Cherry Valley hills to the southward are a commanding feature of the landscape. These peaks and their foothills afford magnificent valley views. This group of curiously rounded summits has given its name of Cherry Valley hills to the central southern ridge of the Mohawk watershed. The western peak (about one and one-half miles northeast of Cherry Valley) is 2,185 feet above the sea. The central peak is 2,301 feet high, and the eastern summit is 2,273 feet, the latter height being located three miles southwest of Sharon Springs. The highest peak is 2,003 feet above the Mohawk at Canajoharie.

Cherry Valley Mountains were called "Brimstone Hills" in Colonial days because of the sulphurous waters at Sharon Springs. The Cherry Valley hills form part of the Helderberg Escarpment (as it is known to geologists), which forms the southern divide of the Mohawk Valley, except in the Schoharie River region.

A Gateway to the Schoharie.

Canajoharie forms the western gateway to the Schoharie Valley and the Catskill Mountain road reaching the Hudson, 100 miles distant at Catskill. The eastern valley gateway to the Schoharie is at Schenectady. The Canajoharie-Catskill route runs to Sharon Springs, eleven miles; Cobleskill, twenty-three miles; Middleburg, thirty-five miles; Breakabeen, forty-three miles; Prattsville, sixty-two miles; Catskill, ninety-eight miles. At Cobleskill is a New York State Agricultural College, and important hydraulic cement works, with Howe's Cave a few miles

FROM ROUND TOP LOOKING NORTH

Mohawk Valley view looking across the Valley from the Round Top to the Palatine Hills with the Adirondacks looming on the horizon. The Round Top has a sea elevation of 800 feet and is 506 feet above the Mohawk. It affords a view all around the horizon—one of the finest panoramas to be seen along the Mohawk River.

FROM ROUND TOP, LOOKING EAST

Mohawk Valley view looking east over the village of Canajoharie to the Noses in the extreme right.

distant. From Middleburg south the route is through the wild forest mountain Catskill country. This route to Catskill is ten miles longer than that by way of the Mohawk turnpike, Albany and the Hudson west shore highway. The Catskill trail meets the Schenectady-Binghamton road at Cobleskill.

In 1834 the Catskill & Canajoharie Railroad was projected and built some distance from Catskill but never completed.

Canajoharie Creek, Falls and Gorge.

The Canajoharie Creek rises at the foot (1,680 feet sea elevation) of Shankley Mountain, about two miles northwest of Cherry Valley, and about eleven miles airline distance (west by south) from its outlet into the Mohawk here. The Tekaharawa, a headwater stream, rises in a picturesque glen, one mile northeast of Cherry Valley, which village lies a fraction of a mile on the Susquehanna side of the Susquehanna-Mohawk divide. Cherry Valley Creek (one of the headwaters of the Susquehanna) rises three-quarters of a mile southwest of the source of the Tekaharawa (meaning "little cascades", from its small falls in the wild ravine where it rises).

A mile from the source of the Canajoharie is Salt Springville, where is located the only salt spring in the Mohawk Valley.

The east branch of the Canajoharie rises in Sharon Springs and runs as a tiny rivulet past the springs and bath houses.

The Canajoharie generally flows as an open brook over the moderately level plateau of Canajoharie Township. About one and one-half miles south of its outlet into the Mohawk, the creek makes a forty-five-foot drop into a deep pool, which forms the picturesque Canajoharie Falls. The stream then flows for a mile through a narrow miniature canyon, with steep walls, 100 feet and more high. Canajoharie Falls and gorge are picturesque but rather inaccessible except in midsummer. Simms, the historian, says the Mohawks here did their courting. However that may be, the modern Canajoharians certainly here do their picnicking, bathing and (some of) their courting.

A large painting of Canajoharie Falls, by Edward Gay, hangs in the lobby of the Hotel Wagner.

Canajoharie Gorge is the result of erosion, like all the deep gullies and ravines of the tributary streams of the Mohawk. At the outlet of the gorge is the Canajoharie "swimming hole", a fine pool in the solid rock bed of the creek stream.

The Canajoharie shale which outcrops in the gorge is most important geologically and has been extensively studied. The

creek and the gorge are much resorted to by geologists for the study of its geology and the collection of fossils. (See "Chapter 1—Mohawk Valley Geology" for description of the Canajoharie shale.)

The Canajoharie is remarkable for its salt spring, its remarkable mineral springs, its gorge and falls and its unique pothole.

Canajoharie, "the Pot That Washes Itself".

At the western village limits of Canajoharie, the creek flows from its picturesque gorge. A short distance above is located a giant pothole, about ten feet in width, worn by the action of water and pebbles in the limestone bed. This is the original Canajoharie, which Brant, the Mohawk chieftain, defined as meaning "the pot that washes itself". It is also locally called "the boiling pot".

The Iroquois (like all Indians) had a keen eye for unusual landscape features and this curious "Canajoharie" gave its name not only to the stream, in the bed of which it lies, but to at least four of their castles (of different periods and different locations) and to the entire river district from the Noses (between Sprakers and Yosts) to Fall Hill (east of Little Falls).

Because the name Canajoharie was applied to so many points in this section, the loose use of the name has given rise to many historical errors. In Revolutionary times the Canajoharie was known as Bowman's Creek.

Shaper's Quarry or "Brooklyn Bridge Pond".

On West Hill, Canajoharie, is a stone quarry, known as Shaper's Quarry or Shaper's Pond, because it is unused and is now filled with clear spring water, making it a picturesque pond in summer and a good skating rink in winter. It might well be called "Brooklyn Bridge Pond", because here was quarried the stone which was used in the building of the Brooklyn bridge; this stone having been shipped from Canajoharie to Brooklyn by Erie Canal boats. Much early Erie Canal construction and the stone used in building many famous New York City buildings, of the middle nineteenth century, were taken from the Shaper Quarry, which has been unworked since about 1900. The stone is a calciferous sandrock of the Lower Silurian era, belonging generally to the Trenton limestone period. It is known locally as limestone. This fine building stone has outcrops on the north side, as at Frey's Quarry, and many of the old Colonial stone houses of this valley section—such as the Van Alstyne house (1750) in Cana-

joharie and Fort Frey (1739) in Palatine Bridge, were built of it, as well as the later houses and buildings of Canajoharie. It merits a general use for house and building construction today—in fact, Canajoharians are proud of this splendid stone and of their fine stone buildings, which give their town an architectural distinction above most other valley communities.

Canajoharie—Historical.

In 1634 the Mohawk castle of Canagere was located to the east of present Canajoharie, while, between here and Fort Plain, on the south shore, the tribe had its middle castle of Sochanidisse. There was a small group of Mohawk cabins on the banks of the creek here when the site of present Canajoharie was settled about 1730.

Sochanidisse, Middle Mohawk Castle of 1634.

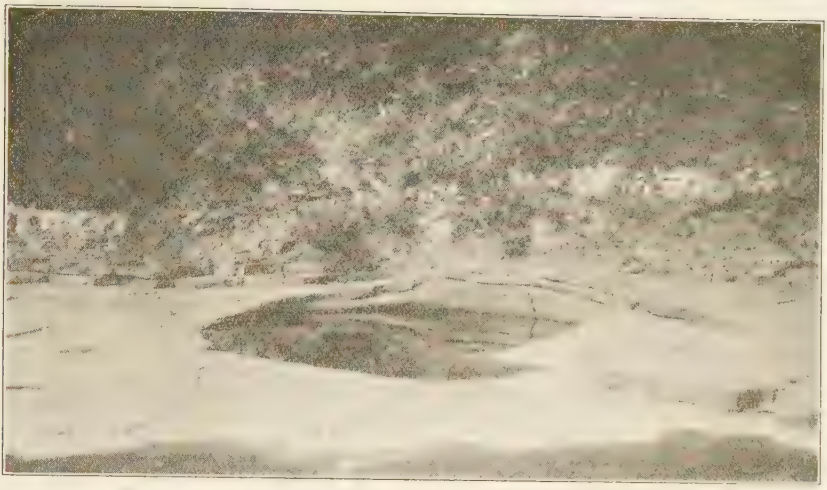
On the southern Mohawk shore, in the Happy Hollow section, a mile or so west of Canajoharie, on a high hill overlooking the river, the Mohawks had their castle of Soch-an-i-dis-se in 1634. This was their great middle castle and had thirty-two houses. John Fea, the historian, locates Sochanidisse on the Brown farm. All the high ground between Happy Hollow brook westward to Prospect Hill, Fort Plain, was called Tsi-dros-o-wen-gen by the Mohawks and the Hog's Back by the white settlers. It is thickly covered with Mohawk remains, indicating a considerable Indian population and long occupancy.

Hendrick Frey, 1689—First Settler in the Middle Valley.

Hendrick Frey, a Swiss, came up the Mohawk in 1689, made friends with and bought lands of the Mohawk Indians and settled in present Palatine Bridge, where he built a log house. He was an intrepid pioneer who located in a wild, unbroken wilderness, peopled by savage red men and the wild animals of the Adirondacks. The nearest settlements were those of the Holland-Dutch in the Schenectady neighborhood, thirty miles eastward. Frey was an Indian trader and "kept store" in his log cabin, as did his grandson, in Fort Frey, which was also a famous frontier general store. A ferry was located here across the Mohawk and during the Colonial and Revolutionary period Palatine Bridge was known as "Frey's".

Fort Frey—1689-1739.

Just west of Palatine Bridge and a few yards north of the railroad in an open field, stands Fort Frey, a quaint stone house built in 1739, on the site where Hendrick Frey located in the



"CANAJOHARIE"

The original Can-a-jo-har-ie, meaning in the Mohawk language, "the pot that washes itself," or "the boiling pot." This famous pothole is at the lower end of the Canajoharie Gorge. Photo by Mr. Harry V. Bush, Canajoharie.

CANAJOHARIE FALLS

Photo by courtesy Mr. Stanton Van Wie, Canajoharie.

wilderness in 1689. This is a typical Mohawk Valley house of its time. It suggests vividly the times when the hardy Mohawk Dutch farmers, clad in buckskin and homespun and with guns, bayonets and knapsacks, gathered here and at scores of other vicinity centers on the alarm of "To arms, to arms", given by some neighborhood rider. The Frey property is still held by the Frey family (1924). For a time Fort Frey was palisaded and garrisoned by British troops during the French and Indian war of 1701-1713, known as Queen Anne's war. The history of this interesting house is practically the history of civilization along the middle Mohawk Valley.

The Queen Anne's war fort here located consisted of the first Frey log house palisaded and fortified. Present Fort Frey, erected in 1739, was a British army post, at least during the early part of the French-Indian war of 1754-60. Both Fort Frey and the present Frey mansion are built of the native calciferous sandrock, which outcrops at the Frey Quarry here and at the Shaper Quarry on West Hill, Canajoharie. The old fort has an interesting cellar, with strong stone fireplaces, which well served the Freys of Colonial and Revolutionary days in the mighty cold winters of the pioneer days in the wilderness, for those hardy pioneers lived much of the time in the cellars of their stone houses during the worst of the winter, or, as one of their descendants puts it, "they would not have lived at all". Present stone Fort Frey is loopholed for defense.

The name fort applied here has been questioned, but as it is the site of an earlier fort and probably had such use later, as aforementioned, the term is justified.

Major John Frey (1740-1833) was a member and chairman of the Tryon County Committee of Safety and brigade major of the Tryon County Brigade of American Militia. He fought at Oriskany, where he was captured by the enemy and, as a captive, narrowly escaped death at the hands of the Indians and his own Tory brother who fought on the enemy side. Major Frey succeeded the Tory White as the sheriff of Tryon County under American rule. The major was a historian and assisted Campbell in the preparation of "Annals of Tryon County", published 1831, which was the first Mohawk Valley history. Major Frey was born in Fort Frey in 1740 and died in the Frey (1808) mansion in 1833, at the age of ninety-three, he being one of the last surviving Revolutionary Mohawk Valley officers.

During the World war, New York Guardsmen occupied (1917) Fort Frey for a time, while guarding the Barge Canal

here. The Frey property today is in the possession of the eighth generation from Hendrick Frey, who located (1689) here, 235 years prior to this writing (1924). Mr. S. Ludlow Frey, who died in 1924, was a historian who has been the valley's greatest authority on Mohawk Indian history.

In the early months of the preparation of this work, Mr. Frey served as honorary chairman of its Board of Advisory Editors, and to him the editor of this work is much indebted for assistance in its preparation. With Gen. John S. Clark, Mr. Frey did a great work in studying and locating Mohawk village sites in the valley.

The larger stone Frey house was built in 1808. However, it is a true type of Colonial architecture and one of the Mohawk River's most interesting homesteads. It stands on a sightly river slope in a grove of locust trees to the west of Fort Frey.

Fort Frey stands close to the Central Railroad because, when it was built in 1739, the King's highway from Palatine Bridge to near St. Johnsville generally followed the present railroad bed. In later turnpike construction, this section of the Mohawk turnpike was located as at present, on higher ground northward from the railroad.

Hendrick Schrembling, Canajoharie's First Settler, 1730.

About 1730, Hendrick Schrembling, a Palatine German, and Marte Janse Van Alstyne bought of Cadwallader Colden 775 acres at Canajoharie. Schrembling settled on the east side of the creek, while his brothers, George and John, located on the west bank. In 1750 Schrembling sold the east side property to his partner, Van Alstyne, who then came to live here. Schrembling moved to the west bank farm, where he kept a tavern, store and mill. The Schremblings left Canajoharie and the valley at the close of the Revolution.

Gose Van Alstyne built another grist mill on the creek about 1760. Col. Hendrick Frey built a grist mill and a house here about 1772, and the Van Alstyne, Schrembling and Frey families were the residents here prior to the Revolution. In 1778 Johannes Roof came to Canajoharie and bought out Schrembling and conducted the inn. He had lived at Fort Stanwix, where his property was burned during the siege of the fort in 1777.

About 1775 Gose Van Alstyne, son of Martin Janse Van Alstyne, built a stone house near the present (1924) Martin Smith house on Front street. This was stockaded about 1780 and became the Fort Van Alstyne of the Revolution, with which the

Van Alstyne house of today has been frequently confused. After the Revolution the Gose Van Alstyne house was torn down and its stone used for building material, some of which is said to have been used in the present Hayes house.

The Van Alstyne House, 1750—Meeting Place of the Tryon County Committee of Safety.

During the Revolution, Marte Janse Van Alstyne here lived in the Van Alstyne house, which he had built in 1750. It was not palisaded but must have been considered as a strong defense, otherwise even its central Mohawk Valley location would not have made it the favorite meeting place of the Tryon County Committee of Safety, which is known to have here held sixteen meetings. Fort Frey, across the river, was not palisaded, but it also was considered a strong defense and neither was ever attacked.

As related later, General Washington reached Canajoharie August 1, 1783, and here he was a guest at the Van Alstyne house of Colonel Clyde and Mrs. Clyde, as well as of the Van Alstynes. The General and his staff took dinner here and some of them also lodged here—as many as the house could accommodate. This is one of perhaps four valley houses now standing which were visited by Washington on this trip. The others were probably the Shoemaker house in Mohawk, the General Herkimer house at Fall Hill, and the Volkert Vrooman house at Randall. General Washington also visited Fort Herkimer Church, then Fort Herkimer.

Many distinguished men and women of Colonial, Revolutionary and American days have visited the Van Alstyne house. Among them was the Irish poet, Tom Moore, who stopped here on a trip from Canada to New York. He is said to have here begun his famous poem, with the following opening lines:

From rise of morn till set of sun,
I've seen the mighty Mohawk run.

Moore continued writing the verses on board a river boat in which he made the trip from Canajoharie to Schenectady, where he finished the poem. Another version is that Moore wrote this poem at Cohoes Falls.

A handsome ballroom stone addition has been built on the rear of the house, in harmony with the architecture and masonry of the original structure. The Fort Rensselaer Club has furnished the place in Colonial style and it is one of the most artistically appointed club houses on the New York to Buffalo highway. It houses interesting historical collections and the nucleus of a

splendid art gallery. Besides the painting of Washington by Stuart, here is a series of paintings by Wyeth illustrating Stevenson's "Treasure Island", all of these important works of art being the gift of Mr. Bartlett Arkell. The Washington portrait by Stuart is one of the finest examples of the artist's work in existence.

Canajoharie and Palatine Districts of Tryon County, 1772.

The Mohawks called the river region between the Noses and Fall Hill (present Little Falls) by the name of Canajoharie, and so did the pioneers from 1662 until 1772, the year of the formation of Tryon County.

When the great county of Tryon was created, in 1772, it was divided into five districts. From the present Schenectady County line westward to the Noses was called the Mohawk district, including in it Tribes Hill, Fort Hunter, Johnstown, Caughnawaga.

Between the Noses and Fall Hill the region south of the Mohawk was created the Canajoharie district, and that on the north shore the Palatine district. West of Fall Hill, the south shore settlements became the German Flatts district, and the north shore the Kingsland district. These districts continued during the Revolution and the creation of this Canajoharie district has caused much historical confusion.

At the beginning of the Revolution the houses hereabout suited for defense were Fort Ehle (one mile south of Canajoharie), the Van Alstyne house, Fort Frey and Fort Keyser, north of Palatine Bridge. All were stone houses and formed a refuge for neighbors in time of valley raids.

1779—General Clinton's Army at Canajoharie—Portage March to Otsego Lake.

In 1779 General Washington directed that an American expedition be sent against the Iroquois country on account of the outrages committed by these Indians along the New York and Pennsylvania frontiers—particularly at Wyoming, Pennsylvania, and Cherry Valley, New York. The army was under the command of General Sullivan and General James Clinton, was directed to proceed up the Mohawk River with the New York detachment of the army (2,000 men) and cross over to the headwaters of the Susquehanna and down that river, combine with Sullivan's army and together march against the Iroquois. Clinton's men assembled at Schenectady and marched up the Mohawk to Canajoharie. After a week of preparation at Canajoharie,

General Clinton (June 17, 1779) left the Mohawk and marched across country to Otsego Lake, about twenty-five miles, carrying his 200 batteaux and supplies on carts and wagons. Clinton and Sullivan's American armies combined and decisively defeated Indians and Tories near Elmira, August 29, 1779, after which the Americans thoroughly devastated the country of the Six Nations. At Canajoharie, two Tory spies, Lieutenant Newberry and Sergeant Hare, were hung by General Clinton's orders, in spite of the please of their wives for mercy.

Both men had been guilty of atrocities in Mohawk Valley warfare and their fate was well merited. The capture of Sergeant Hare by a fifteen-year-old Revolutionary "boy scout", Francis Putman, is mentioned elsewhere, under Amsterdam.

Clinton's army consisted of the Third, Fourth, Fifth (with artillery) New York, Fourth Pennsylvania, Sixth Massachusetts Line (regulars) regiments, with a force of Tryon County and Schenectady militia, attached to the Third New York. The center Third New York (Colonel Gansevoort) and Fourth Pennsylvania (Lieut.-Col. Wm. Butler) convoyed the wagon train, consisting of 220 batteaux loaded on eight horse team wagons and ox carts, and other supply wagons, on the twenty-five-mile portage from the Mohawk at Canajoharie to Otsego Lake. The Fourth New York (Colonel Weissenfels) formed the left wing. The Fifth New York (Colonel Dubois), with artillery, formed the right wing and was deployed over the Otsquago trail near Summit (Mud) Lake to guard the center from expected attack from the west. (See Fort Plain.) The Sixth Massachusetts (Major Whiting) marched from its post at Cherry Valley to the lake. Camps were made on the march at Buel, Sprout Brook, Starkville, Browns Hollow and Springfield. General Clinton reached the head of Otsego Lake July 2, and on the 4th of July, 1779, all the American troops there camped held a great celebration of the third Independence day. Clinton dammed the lake outlet and the expedition sailed in its batteaux and marched down the Susquehanna, August 9, 1779, and joined General Sullivan at Tioga, August 22.

John Fea, the Amsterdam historian, who has made a fifty-year study of this portage—one of the most remarkable American army feats of the Revolution—says that the center went from Canajoharie over the Happy Hollow road, the left wing over the Cherry Valley road (built 1773), and the right wing over the Otsquago trail. All these roads were then in existence and only short stretches were cut and made by the troops. The Third New

FROM ROUND TOP, LOOKING WEST

Mohawk Valley view looking across the Happy Hollow section, showing Fort Plain and Nelliston and distant hills overlooking St. Johnsville. Clinton's Road left. The Mohawk through the Happy Hollow woods seen in the middle distance.

CANAJOHARIE FALLS IN WINTER

Photograph taken when Falls and Creek were completely frozen over and covered with ice and snow. The man is standing directly in front of the Falls.
(Photograph by M. J. Bucklin, Little Falls.)

York was camped on the flats at Canajoharie, and the Fourth Pennsylvania on the flats between the Third and the Happy Hollow road. Regiments numbered about 250 each. Clinton's force on the portage numbered about 2,500, including batteaux men, artificers, and about 200 Mohawk Valley farmers, who with their horses and oxen assisted in this historic and famous portage march.

A monument in the Canajoharie public square marks the beginning of Clinton's wilderness march. It was erected by Canajoharie Chapter, Daughters of the American Revolution.

See "Chapter 67—1779, Clinton's Portage March From the Mohawk to Otsego Lake," by John Fea of Amsterdam.

Fourteen miles south of Canajoharie is Cherry Valley, where occurred the terrible Indian-Tory massacre of November 11, 1778. Five miles southeast is Currytown, which was raided by Tories and Indians July 9, 1781. The enemy raiders were defeated by Americans under Colonel Willett at the battle of Sharon on July 10, 1781. See Chapter 66 of this work for the Cherry Valley massacre, and Chapter 70 for the Currytown raid and battle of Sharon.

Washington at Canajoharie, August 1, 1783.

In the summer of 1783, General Washington made a tour of the Mohawk Valley, with a military escort, westward from Schenectady to the site of Fort Stanwix (burned in 1781), at present Rome. Washington made this trip in connection with one to Crown Point and the battlefields where Burgoyne and the British cause met defeat.

General Washington went west to Fort Stanwix from Schenectady, probably following the Mohawk turnpike on the north shore a great part of the way. On his return east, Washington dined at Fort Plain (Fort Rensselaer) July 31, and, in the afternoon, rode to Cherry Valley, where he spent the night.

On August 1 the party rode to Otsego Lake and, from thence, passed over the route taken by General Clinton's army in his Canajoharie-Otsego march of 1779. Colonel Clyde then commanded Fort Plain (officially known as Fort Rensselaer). At the close of hostilities he brought his family up to Canajoharie and installed them in the Van Alstyne house. Here General Washington and his staff dined with Colonel and Mrs. Clyde on the evening of August 1, 1783, and here the General remained over night, while his staff took quarters in the Roof tavern. On

August 2 Washington and his party rode eastward down the valley.

See "Chapter 75—1783, Washington's Journey Through the Mohawk Valley," for details of that portion of his tour covering Fort Plain, Cherry Valley, Otsego Lake and Canajoharie.

Canajoharie-Palatine Bridge, 1783-1920.

After the Revolution the settlement here known as Roof's Village, and also as Canajoharie, numbered about a dozen houses.

The first merchants to settle in Canajoharie after the Revolution were the Kane brothers, who located in the Van Alstyne house about 1790, later removing to Van Alstyne's Ferry, one mile east. Others soon followed. Historical Canajoharie dates of interest follow:

In 1790, first turnpike mail stages run from Albany through Schenectady and Johnstown to Canajoharie; later extended to Utica and Geneva; 1800, Great Western turnpike (parallel route to Mohawk turnpike, ten to fifteen miles south) connects at Canajoharie with turnpike stages; 1800, about twelve houses here; 1803, bridge built across Mohawk; 1817-1825, Erie Canal construction booms village; 1818, Union (first) Church built; 1829, village incorporated; 1859, manufacture of paper bags begun by James Arkell; 1867, Palatine Bridge incorporated as a village; 1882, West Shore Railroad line run through Canajoharie business section; 1891, food packing industry started; 1916, silk industry started in Palatine Bridge.

Susan B. Anthony, a Canajoharie Teacher in 1848.

In 1848, Susan B. Anthony, the later suffrage leader, was a preceptress or lady principal and teacher in Canajoharie Academy. In the history of women's suffrage, Canajoharie takes a prominent place, as it was while living here in Canajoharie that Miss Anthony became interested in the anti-slavery cause and later in that of women's political rights. Susan B. Anthony finally gave up teaching in 1850, left Canajoharie and joined Elizabeth Cady Stanton at her home in Seneca Falls, where Mrs. Stanton was already advocating women's suffrage. Together these two intellectual leaders made a strong plea for their cause, which might not have succeeded without their united strength. As Elizabeth Cady Stanton was a native of Johnstown and there developed her ideas of women's political and legal rights, and, as Miss Anthony became interested in the same subjects here in Canajoharie—the Mohawk Valley may truly be said to be the

cradle of the cause of women's suffrage and of women's political rights—progressive politics and political ideals which have become the political creed of women the world around.

Miss Anthony was born in 1820 and died in 1906, aged eighty-six years, at a time when many of the Western states had adopted women's suffrage.

Webster Wagner's Sleeping and Parlor Car Inventions, 1858.

Palatine Bridge was the home of Webster Wagner (1817-1882), a prominent railroad man of the mid-nineteenth century. Mr. Wagner manufactured one of the first practicable sleeping cars made in America. In 1858 Mr. Wagner formed a company and four cars were produced, which began running over the New York Central Railroad, September 1, 1858. Finding the cars' occupants suffered from defective and insufficient ventilation, Mr. Wagner in 1859 invented the elevated car roof, placing ventilators in the elevation. In 1867 Wagner produced the first drawing room coach or palace car. Pullman introduced a similar type in Europe and about 1890 the two companies producing the Wagner and Pullman cars were merged into one concern under the name of the Pullman Palace Car Company.

Hon. Webster Wagner (state senator from this district) was burned to death in one of his palace cars in the Spuyten Duyvil railroad accident of 1882.

In 1878 Senator Wagner built the Wagner House in Canajoharie, one of the first modern hotels in the Mohawk Valley.

Birth of New York Central Freight Traffic at Palatine Bridge in 1836.

In the fall of 1836 (the year of the opening of the Utica & Schenectady Railroad) the freight carrying business of the New York Central had its inception at Palatine Bridge.

At this time the idea of carrying freight was not entertained. The charter forbade it, consequently no preparations for the transmission of merchandise had been made by the company. The occasion for handling freight, however, of course, arose on the closing of the canal in 1836. On the very day that frost stopped navigation in that year, a German family, wishing to convey their effects from Palatine Bridge to Schenectady, were permitted to ship them on a car, and this, it may be said, was the beginning of the way freight business of the Central Railroad. The conductor in this case, having no tariff of rates to guide him,

made the rather exorbitant charge of $14. The Legislature, in 1837, authorized the company to carry freight and subsequently made the regulation allowing passengers to have a specified amount of baggage carried free of charge.

The foregoing covers the growth of Canajoharie and Palatine Bridge from the settlement of Palatine Bridge by Hendrick Frey in 1689, and that of Canajoharie by Hendrick Schrembling, about 1730, up to the incorporation of the village of Canajoharie as a village in 1829—140 years since the first white settlement in the two villages, and almost exactly 100 years since the first settlement within the limits of present Canajoharie village. The celebration in 1929 will cover the centennial of the village, the bicentennial of its settlement and the sesquicentennial of Clinton's 1779 overland portage march from the Mohawk to Otsego Lake. This will make it not only a triple anniversary event of importance to the people of Canajoharie, but to all students of history in the Mohawk Valley. The people of Fort Plain should be doubly interested in the sesquicentennial of Clinton's march. While the left wing and the center went southwest from Canajoharie, Clinton's right wing marched from Fort Plain over the Otsquago trail to Springfield in this interesting and important military movement of the Revolution.

A Hundred Years of Canajoharie," By Harry V. Bush.

The following historical sketch of Canajoharie from 1829 to 1925 was written by Mr. Harry V. Bush, the historian of Canajoharie, and was printed in "Bon Jour", a publication issued in Canajoharie on the occasion of a fair of the Reformed Church in 1924 was written by Mr. Harry V. Bush, the historian of Canaturer on Valley historical subjects, which he vividly illustrates with his own photographic views. Mr. Bush's account of Canajoharie from 1829 to 1925 follows:

* * * * *

With the completion of "Clinton's Ditch", from Rome to the Big Nose in 1824 and the final opening in 1825 of its entire length the small hamlets along the Mohawk Valley began to see the dawn of prosperity and expansion. Canajoharie was that kind of a hamlet, straggling over the downtown section of the present village. Let us stop a moment and consider it.

The canal of that time was considerably different from its successor, built in 1835.

This canal was forty-one feet wide on top and twenty-eight feet wide at the bottom, and it was only four feet deep.

The channel differed somewhat from its successor as far as the village was concerned, lying a little further south, beginning at the dry dock and crossing the Canajoharie Creek with a dam and two guard locks, one on the west and the other on the east.

This made a pool that backed the water up to the present Montgomery Street bridge and allowed boats to be floated as far up as where the Spraker Bank now stands.

Continuing westward from the creek crossing, the channel ran under some of the present Beech-Nut Company buildings and swinging southwest at a point about where James Shults' office now stands, ran south of the malt house (Lape's Garage) and almost under the West Shore Railroad freight house, then followed the Fort Plain road westward.

A wooden covered bridge crossed the creek at Little Mohawk street, about where the railroad bridge crosses now, and connected the village with the Sprakers Basin road.

Mohawk Street joined the Fort Plain road near the foot of Walnut Street (Granny Wiles' Hill), and Main Street ended at the canal near Shults' office.

A few wooden stores, dwellings, blacksmith and carpenter shops and a great many vacant lots, with poor roads and no sidewalks to speak of; such was the village of 1824 that greeted the coming of the Erie Canal.

John A. Ehle had a sawmill and storehouse near the dry dock; these buildings burned in 1849.

Herman I. Ehle had opened a store in 1821, and in 1824 built a brick store on the bank of the canal; in later days it was called the Knapp Building and was torn down to make room for some of the Beech-Nut buildings.

Henry Lieber also had a store, malt house and brewery, and in 1826 he built the fine canal boat, Orange Prince, which was launched near where Plank's sales stables now stand. Canajoharie had a considerable Erie Canal boat building industry for a number of years (up to 1890).

Gibson, Johnson and Ehle had a foundry, making castings and plows. The building, built about 1826, is still standing (slaughter house) on the east bank of the creek.

On April 30, 1829, the New York State Legislature passed a bill incorporating the village, and on July 14, 1829, a meeting of the citizens was held and five trustees were chosen. These were Henry Lieber, Herman I. Ehle, George Spencer, David Sacia and John A. Ehle. Edward Winans was chosen treasurer, and Malachi Kittle collector, and at a subsequent meeting of the board

THE ARKELL HOME, CANAJOHARIE

Built by Senator James Arkell. Photo by courtesy of Mr. and Mrs. Frank E. Barbour, Canajoharie.

Henry Lieber was named president, and Samuel Caldwell clerk, and a budget was voted on. This budget was for $250, divided as follows: One hundred dollars for current expenses and $150 toward the purchase of a fire engine; the hand pumping engine of that day.

In looking over the minutes of these early meetings we find that most of the business transacted was in regard to repairing the roads, that is, filling up the mud-holes and low spots and laying new sidewalks.

Every property owner was ordered to lay stone sidewalks and grade the road in front of his property at his own expense.

There was an official wood measurer appointed to measure every cord of wood sold to the villagers, and who exacted two cents per cord for his fee.

In 1831 a contract was made with Herman I. Ehle for a cemetery, and for a great many years afterwards the village owned the hearse which carried the remains of its citizens to their final resting place.

During this same year the village was finally able to purchase the fire engine authorized in 1829, but they had to give a note for the balance of the funds necessary. With the purchase of the engine a fire company was organized, having fifteen members appointed by the Board of Trustees and under their direction at a fire.

In 1834 the following resolution was passed and became a village law: "Every house, store and shop shall be provided with fire buckets at the owners' expense. Also every member of the fire company shall furnish himself with an oilcloth coat and a leather hat at his own expense."

The fire company was ordered out at least ten times a year for practice with its hand pump engine, the hose of which was made of leather and must be kept oiled to prevent hardening.

In 1834 the canal was enlarged and its channel changed to its present location, but with the filling of that canal with the sand and gravel of the Barge Canal channel dredging operations, the old channel will soon be obliterated and only a memory left.

The first disastrous fire was on November 19, 1840, and practically all the buildings on both sides of Church Street, and some on Mohawk Street, including the wooden bridge crossing the creek, in all sixty buildings, were lost and forty families were made homeless. The property damage amounted to $150,000. It was after this fire that the stone building just taken down by the Beech-Nut Packing Company was built. This building was built

for Loucks & Grey and was used by them for a grain forwarding business, Canajoharie being a great grain center at that time. The fall of the year saw the streets crowded with wagons bringing grain from as far south as Oneonta to be shipped on the canal by the forwarding companies here.

Benjamin and Adam Smith afterwards kept a store in this same building, and in 1859 the first flour sacks were made there by James Arkell and were taken around the corner to Levi Backus' printing shop to be printed.

The firm of Arkell & Smiths was organized and moved up the creek, where a mill was built for the manufacture of the sacks.

This mill was burned and another now stands in its place, turning out sacks by the millions. This was the first of Canajoharie's really successful industries.

Among other buildings built soon after the 1840 fire were the Spraker Bank (Caldwell's store in 1840) and the building that now houses the Canajoharie National Bank. And so building continued until April 29, 1877, when another big fire swept the village and burned all the buildings from Main Street to the canal and from near the present telephone office to the creek, with but a few exceptions. This section is all rebuilt now with substantial brick and stone structures which are an ornament to the business part of the town.

It was after this fire that the fire limits were established which have been the safeguard against the construction of inflammable buildings in the congested districts.

In the early days the village was a great center for stage coach lines, which ran to Catskill, Cherry Valley, Utica and Schenectady.

The National Spraker Bank was established as the Spraker Bank in 1853. It was reorganized and incorporated under the national banking act of 1865. Its capital is $100,000. The Canajoharie National Bank was first organized as a state bank in 1855 and became a national bank in 1865, with a capital of $100,000, which has been increased to $125,000.

The taverns and stage houses begin with Roof's tavern, which stood a little west of the foot of the Academy hill and which was closed in 1826, when Reuben Peake built a new hotel in front of it. After that we have, on the same site, hotels kept by Elisha Kane Roof, George Murray, Morgan L. Harris and others and in 1878 the Hotel Wagner was built on the same site by Webster Wagner. Today it is owned and operated by the Beech-Nut Packing Company and is one of the best known hotels in the state.

On the Mohawk Hotel site we have had the Hiller House, Adams' Hotel, Kirby House, Nellis House and lastly the Mohawk Hotel, which discontinued operations a few years ago.

On April 21, 1830, the Canajoharie and Catskill Railroad was incorporated. Only twenty-two miles of road was ever built however, but its charter contained some restrictions which should be mentioned in these days of speeding trains, as follows: "The speed of trains on the Canajoharie and Catskill Railroad is not to exceed twenty miles per hour and five miles per hour at crossings. Fifteen minute stops to be made at stations."

In 1883 the West Shore Railroad was completed and while we must have railroads we are being convinced more and more as the years go by that another location would have been better both for the railroad and the village.

The Canajoharie Academy was built in 1824 and incorporated in 1826.

This building stood just south of the stone academy built in 1849; both of these were taken down to make way for the present school building, which was put up in 1892. In 1850 the school house on East Hill was built; this was torn down after the consolidation of the schools in the new building.

During the Civil war a great many men went out from the village, many never to return, and among the organizations represented were the 115th, 153rd, 43rd, 32nd Volunteer Infantry, and the 16th Heavy Artillery. Some of the regiments had whole companies recruited here and there were men serving in a great many other units.

Again, 1917 saw young men leaving for service in the army and navy, almost three hundred and again some of them never came back. Their memory is honored by the citizens of this community.

The newspaper history of this hundred years is varied, beginning with the Telegraph, Henry Houghkirk, 1825; Sentinel, Samuel Caldwell, 1827; Republican, Bloomer, McVean and Sacia, 1828; Montgomery Argus, Bloomer, 1831-32; Telegraph, S. N. S. Gant, 1836; The Investigator, Andrew Calhoun, 1833-36; The Mohawk Valley Gazette, W. H. Riggs, 1847; Montgomery Union, W. S. Hawley, 1850-53; The Radii, edited by Levi Backus, a deaf mute, in 1837, was removed to Fort Plain after the 1840 fire and from there to Madison County. It returned to Canajoharie in by James Arkell in 1863, then owned by Arkell & Allen, in 1866 by Mathewson & Allen and Plank & Allen, in 1887 by Hazelton

& Allen and in 1889 by L. F. Allen, continuing until 1911, when it was sold to Scott & McLaughlin and was discontinued in 1919. The Canajoharie Courier, owned by Cook & Bowen in 1879, and by W. F. Cook in 1880, by Cook & Forman in 1889, then by Forman & Bullock, and now by W. B. Forman. The Hay Trade Journal, founded by Willis Bullock as a trade paper in 1892 and being published by his son Willis at the present time.

The first bridge across the river was built in 1801 and fell in 1807. Another was built in 1808 and was taken away by flood in 1833. The bridge erected in its place stood until 1901, when on the 10th of January of that year, it was burned.

These bridges were all wooden structures and until 1859 were toll bridges; after that time they were free.

In 1859 a great celebration took place on the occasion of the removal of the toll gates. These were placed on wagons and paraded all over Canajoharie, Palatine Bridge and Fort Plain and then were taken to the square and burned.

In 1901 after the burning of the bridge a modern steel bridge was erected.

The first waterworks were built in 1852 and extended in 1876. In 1881 a rival company also built waterworks and for a few years the fight between the companies was the talk of the town.

In 1889 the companies combined and became the Consolidated Water Company. They afterwards sold to the Johnson & Gring Company, who constructed water mains throughout the entire corporation and opened the system in 1902. Later the village acquired land and water rights some fourteen miles to the north and we now have one of the finest water systems in the state, with an unlimited supply of fine spring water with plenty of pressure for fire purposes.

In 1818 a Union Church stood near the present macaroni building of the Beech-Nut Company. The minister was the Reverend Miller, afterwards president of Hartwick Seminary. This building was purchased by the Lutherans in 1839, under the leadership of the Rev. W. N. Scholl, first pastor of the congregation. In 1869 the present church was built. Its pastor, the Rev. W. M. Baum, D. D., is now serving his forty-second year.

In 1827 the Dutch Reformed Church was organized by the Rev. Dow Van Olinda. The present building was erected in 1842 and the present pastor is the Rev. E. W. James, who came to the congregation about a year ago.

The Methodist Church was dedicated in 1842, but had been organized in 1828 in Palatine Bridge. The stone church was re-

built and enlarged in 1863. It burned in January, 1915, and was rebuilt the same year. Rev. Frank Love is now the pastor.

St. John's Church was organized in 1835 and the first minister was John Eisenlord. Services were held in the academy until 1848, when a church was built. The present church was built in 1871 and has been recently remodeled, but at present the congregation is without a pastor, but only for a short time, as the Rev. Stolz has been called and has accepted.

In 1852 the Episcopal Church was organized by the Rev. Townsend and in 1873 the present church was built by the White family and presented to the diocese. There are no services held there at present.

The Catholic Church was erected in 1862 and the first priest was Father Clark. The late Father Bloomer served there for nearly forty years and his place was taken by Father J. H. Ready.

The industries of the intervening years have been many and varied. There has been a sorghum molasses factory, saw mills, grist mills, malt houses, distilleries and breweries, planing, shoe, shirt and refrigerator factories, a seed company and a time globe works, stone quarries and wagon shops and a host of others. Of all these Arkell & Smith's sack factory stands out as a successful business for over sixty years. The history of the Beech-Nut Packing Company is known to all who dwell in our midst, having grown from a small beginning to the mammoth proportions of today in only a few years. Its products are known the world over and its benefactions to this community have been many and varied.

A little over a year ago (in 1923) Mrs. P. Schenck, and her brother, John White, presented the family home to the village to be used as a city hall and community center. This building, known as the White House, will increase in usefulness to the people of our village as the years go by and will stand as a memorial to a family that has had the welfare of the village at heart.

One could go on and on in the affairs of the village during its existence but space forbids.

It is a long way from the dim kerosene street lights to the electric lighted streets and homes of today; from the mud holes to the brick and concrete roads; from the town pump to the two hundred and fifty thousand dollar water system; from a budget of two hundred and fifty dollars to one of twenty-eight thousand dollars; from the old grey horse to the automobile and the stately Shenandoah, which sailed so majestically over our village in the summer; from the leather fire bucket and the hand pump engine

to the fine combination pump and chemical auto fire engine which was presented to the village by the fire department on last Memorial Day. In another five years we will celebrate the one hundredth anniversary of the incorporation of our village and we should have a fine celebration at that time. We must all do our share and be prepared to make some sacrifices to make our village one of the best in the land.

* * * * *

Four miles north of Palatine Bridge lies Stone Arabia, first settled by Palatine Germans in 1712. Here are the Stone Arabia churches—the Reformed, built in 1788, and the Lutheran, built in 1792. The Reformed Church has been the scene of many historical gatherings and here was held the celebration of the 200th anniversary of the granting of the Stone Arabia patent in 1723. On August 27th, 1774, the Palatine district Committee of Safety was formed at the tavern of Adam Loucks in Stone Arabia. This was the first one of the district committees of the Tryon County Committee of Safety (organized 1775). The Tryon County Committee met more frequently at the Van Alstyne house in Canajoharie during the Revolution than elsewhere. The sesquicentennial anniversary of the formation of the Palatine Committee was held in the ballroom of the Fort Rensselaer Club in the Van Alstyne house in Canajoharie, August 27, 1924.

On October 19, 1780, Sir John Johnson devasted Stone Arabia in his great raid of the Schoharie and Mohawk Valley. In an endeavor to repel this invasion of 700 Indians and Tories, Col. John Brown, with 140 soldiers and militia, attacked them in a field about one and one-half miles northeast of present Palatine Bridge. The Americans were defeated with a loss of 50 killed, including Brown. The survivors fled to Fort Paris, the chief Revolutionary army post of the section. The Canajoharie Chapter, Daughters of the American Revolution, have erected a memorial shaft in front of the Stone Arabia Reformed Church, which is dedicated to the memory of the fifty Revolutionary soldiers who lie buried in the neglected graveyard in the rear of the church.

The road north from Palatine Bridge to Stone Arabia is (1925) being continued to Ephratah and eventually will be improved to the Canada lakes section, making it an important route to the southern central Adirondack region.

All the foregoing summarized historical subjects are treated at length in the chapters assigned to these matters.

CHAPTER 122.

FORT PLAIN-NELLISTON.

AT THE OUTLET OF OTSQUAGO CREEK AND THE BEGINNING OF THE OTSQUAGO TRAIL TO OTSEGO LAKE—THE DUTCHTOWN ROAD AND GAROGA TRAIL—1634, MOHAWK INDIAN VILLAGES OF OSQUAGE AND CANAWOGE; 1700-1755, TARAJOREES ON PROSPECT HILL—1720-1725, FIRST SETTLERS, JACOB CROUSE AND LIPE AND SEEBER FAMILIES—SAND HILL NEIGHBORHOOD CENTER—1727, EHLE HOUSE, NELLISTON—1738-1742, SIR GEORGE CLARKE—1750, CANAJOHARIE DISTRICT REFORMED DUTCH CHURCH AT SAND HILL—1776, FORT PLAIN BUILT, LATER FORT RENSSELAER (1780), MOHAWK VALLEY REVOLUTIONARY AMERICAN HEADQUARTERS (1780-1783), COLONEL WILLETT IN COMMAND—CIRCLE OF SUPPORTING FORTIFICATIONS, FORTS WINDECKER, WILLETT, PLANCK, CLYDE, KLOCK, WAGNER, PARIS, SNELL, KYSER, VAN ALSTINE, EHLE—1779, COLONEL DUBOIS' FIFTH NEW YORK LINE, ARTILLERY, AND COMPANY OF MORGAN'S RIFLEMEN FORM CLINTON'S RIGHT WING, OVER OTSQUAGO TRAIL FROM FORT PLAIN, DURING AMERICAN ARMY PORTAGE MARCH TO OTSEGO LAKE—1780, FORT PLAIN RAID, JOHNSON'S GREAT MOHAWK VALLEY RAID—1783, GENERAL WASHINGTON'S VISIT HERE—1786, PARIS-BLEECKER HOUSE—1817-1825, VILLAGE CENTER MOVED FROM SAND HILL TO PROSPECT HILL, DURING ERIE CANAL CONSTRUCTION—1825-1875, IMPORTANT CANAL AND FARMERS' MARKET TOWN—OLD BRICK MANSIONS—1853, FORT PLAIN SEMINARY; 1879, CLINTON LIBERAL INSTITUTE; BURNED, 1900—PRESENT AGRICULTURAL, INDUSTRIAL, COMMERCIAL AND BANKING CENTER.

Fort Plain, on the west side of the Mohawk and Nelliston on the east bank, virtually form one community, although they are separate village corporations. The Mohawk here runs almost due north and south instead of following its generally west to east course. Fort Plain was incorporated as a village in 1832 and Nelliston in 1878.

Fort Plain takes its name from the Revolutionary fort here located (1776-1786). Nelliston was named for the pioneer Palatine Nellis family. Fort Plain and its sister village of Canajoharie, three miles east, have always had close social, commercial and industrial connections.

Nelliston and Palatine Bridge are approaching each other by building, only about one and a half miles separating the two towns along the Mohawk Turnpike. As two lines of busses now run between Fort Plain and Canajoharie, this stretch will probably be built up before many years. This particular inter-village section offers industrial sites and railroad sidings as it is on the

BLEECKER HOUSE, FORT PLAIN

Known as the Paris-Bleecker House. Built by Isaac Paris, Jr., in 1786, as a store, storehouse and residence. A well-known landmark of the middle Mohawk Valley.

FORT PLAIN FROM PROSPECT HILL

A birdseye view of one of the historic towns of the Mohawk Valley taken from Prospect Hill, site of the middle Mohawk of Tarajorees from 1700 to 1755. Fort Plain of the Revolution stood on a hill about three-quarters of a mile north of the center of the town, seen in this picture.

freight track side of the New York Central Railroad, and is one of the few land sites so located in the eastern half of the Mohawk Valley. The only other one, in the region mentioned, is in the neighborhood of Palatine Church.

For various reasons noted in this chapter, Fort Plain offers tremendous site, regional and transportation advantages as a location for high-class industrial establishments. None other are wanted.

Fort Plain Industrial.

Fort Plain has manufactures of silk knit goods, furniture, condensed milk, hose bands, broom bands, etc. Its furniture factory for a number of years made period furniture replicas of the highest class.

The Bailey Knitting Mills and the Fort Plain Knitting Company make knit goods, the Hix Furniture Company makes furniture and Amidon & O'Day spin silk.

The Duffy Silk Company was originally organized as Duffy Brothers, in 1892, with Charles, Bernard, John and George Duffy as the firm members. It has five factories in Buffalo. The company was incorporated in 1902, when Mr. A. F. Nellis, of St. Johnsville became interested and the company's secretary, Mr. John Duffy, died at Fort Plain in 1914. Mr. Nellis passed away in Rochester in 1923.

Here is Barge Canal Lock No. 15 and Dam No. 10, with a rise of 8 feet from sea level river surface elevation of 294 feet below, to 302 feet above the dam. The upper level runs about eight miles northwest to the Mindenville lock. A Barge Canal terminal dock is located at Fort Plain, midway between the river bridge and the dam. Fort Plain is a "canal town," in that its early growth was due to its location on the Erie Canal during its building (1817-1825).

Near the Barge Canal terminal dock is the dock and storage tanks of the Fort Plain Station of the Standard Oil Co., constructed in 1925.

Fort Plain east is in the Trenton limestone belt, as is Nelliston and Palatine. The Hudson River shale belt outcrops at the Western Fort Plain limits. Workable stone quarries exist in both Fort Plain and Nelliston, here practically ignored for building purposes.

The Mohawk Valley is a section where considerable fruit is raised—principally apples, plums, grapes and berries. Fort

Plain is the center of a plum growing district, large shipments being made from here on good plum years.

Fort Plain is an important milk shipping center and a business center and market town for a very considerable region about it. It has about 70 retail stores. The town has all the elements of a city in miniature. In 1924 Fort Plain shipped over $1,250,000 worth of milk, one company doing a business of over $800,000.

Fort Plain is a banking center of importance with two banks, The Fort Plain National Bank (established 1838), which erected a handsome new bank building in 1924, and the Farmers and Mechanics Bank (established 1887). The Fort Plain National Bank had (1925) capital of $200,000, with surplus and undivided profits of $192,137, deposits of $2,407,176 and total resources of $2,912,522. The Farmers and Mechanics Bank had capital of $100,000, with surplus and undivided profits of $107,204, and total resources of $1,569,560. The total resources of the two Fort Plain banks amount to $4,482,082.

The New York Central station of Fort Plain is in the limits of Nelliston village. The West Shore station in Fort Plain is known as South Fort Plain.

Otsquago Creek and the Otsquago Trail, Gateway to Cooperstown, Otsego Lake and the Susquehanna Valley.

Otsquago Creek enters the Mohawk River at Fort Plain. Otsquago is a Mohawk Indian word meaning "under the bridge," probably referring to an early bridge of felled trees, a savage way of making small bridges.

The source of the Otsquago is 12 m. west of south from its outlet, 1,360 feet above the sea and 1,000 above the Mohawk, in a section from which flows the headwater brook of Summit or Mud Lake, the central main headwater of Otsego Lake, the source of the great Susquehanna River, largest watercourse of the Atlantic seaboard of the United States.

For over a century (1750-1865) Fort Plain was a market town and a valley outlet for the great upper Susquehanna Valley, with which it had a large trade through the Otsquago Valley, prior to building of railroads and towns southward.

Fort Plain, by road to Otsego Lake, Cooperstown and Richfield Springs, is a natural Mohawk Valley outlet to this Susquehanna headwater region, much used (as well as the Canajoharie Road) in pioneer days. Cooperstown is noted as the home and burial place of James Fenimore Cooper, the early American nov-

elist, who made Otsego Lake (Glimmerglass) famous in his romances. Cooperstown is equally famous as the scene of the invention of the modern game of baseball. Abner N. Doubleday, then a cadet at West Point, there created baseball for the boys of Green's school, who played the first game in Cooperstown in 1840. Young Doubleday was later a U. S. A. Major-General, holding the Union line on the first day at Gettysburg, July 1, 1863.

Automobile roads lead s. w. to Otsego Lake, 19 m.; Cooperstown, 28 m.; Richfield Springs on Canadarago Lake, 23 m.; s. e. to Cherry Valley, 12 m.; to Sharon Springs, 12 m. Cherry Valley is famous as the scene of a terrible Revolutionary massacre by Tories and Indians under Brant and Butler, November 11, 1778, when soldiers from Fort Plain arrived too late to prevent the slaughter. Various railroad projects, connecting the Susquehanna headwaters with the Mohawk Valley at Fort Plain, have failed to materialize in the century prior to 1921. One company constructed a considerable part of the roadbed necessary.

This historic automobile road running from Fort Plain, along the Otsquago, and thence over the divide to Otsego Lake is the famous Otsquago Trail, the most direct route from the Mohawk Valley to Cooperstown and Otsego Lake. It passes through the little villages of Hallsville, 4 m., Starkville, 8 m., Van Hornesville, 12 m., and Springfield Center, 17 m., to Otsego lake, 19 m., and Cooperstown, 28 m. The character of the landscape of the Otsquago Valley is like a miniature Mohawk Valley. The scenery at the Van Hornesville Gorge is very beautiful. In this gorge is a small cave and a burning spring—a vent of burning gas from a pocket of natural gas, which are not infrequent along the southern half of the Mohawk watershed. The original Otsquago Trail of the Mohawks ran from Fort Plain, over the plain of the high northern bank of the Otsquago Valley, to Hallsville. A road was later built along the creek. This route to Otsego Lake over the Otsquago Trail is a favorite automobile road and carries an enormous summer traffic.

Mr. Owen D. Young, chairman of the Board of Directors of the General Electric Company, and a member of the Paris Reparations Committee, which prepared the Dawes plan for German reparations in 1924, and the first Agent General of Reparations in 1924 is a native and a citizen of Van Hornesville on the Otsquago Trail, 12 miles west of Fort Plain.

Prior to the building of the Erie Canal (1817-1825) the Otsquago had its outlet into the Mohawk opposite old Fort Plain

and the river boats probably came up the creek as far as the Governor Clarke (Fayant) and Paris (Bleecker) places. When the canal was built the straight artificial course was made along the north base of Prospect hill, with a river outlet over half a mile south of its former one near Sand Hill.

About four miles west on the Otsquago, is the mouth of the Ots-tun-go, on which is the famous Mohawk Indian village site, which has been dug into by collectors for a century, but relics are found there even today. One of the daughters of Cooper, the novelist, once wrote a romance about Otstungo, the Ms. of which was destroyed in a fire.

The Otsquago is also a fertile field for the collection of geological specimens and is well known to geologists. It has outcrops of building stone, one or two in the village of Fort Plain.

The upper Hallsville road (leaving Fort Plain by Upper Main Street) is the most picturesque Otsquago Trail route, giving fine views of the Cherry Valley Moutains and practicable in dry weather.

Dutchtown Road West.

Westward from Fort Plain, the Dutchtown Road is a cross-cut State Road running north and west to Indian Castle 11m. and the General Herkimer home 14m., reaching the Turnpike at Finks Bridge, 15m. It is one of the many valley roads roughly paralleling the Turnpike which cut off river bends. This road (going westward over a fine upland plateau of farmlands, 500 feet above the Mohawk) has splendid wide views of the Cherry Valley mountains to the south, the Adirondacks to the north and, approaching it, Fall Hill and the valley to the west. In making a double tour (coming and going) of the Mohawk Valley this is a good road to take one way as it is one of the most picturesque along the Mohawk and gives a splendid outlook on the full width of the valley.

This route gives a splendid idea of the real Mohawk Valley, from 10 to 70 miles wide. The narrow inner valley, seen from the Mohawk turnpike, consists of the flats, which was the bed of the ancient great Iromohawk, the slopes which formed its banks and the adjoining valley hills. The actual Valley, or Watershed of the Mohawk, extends from the Adirondack Mountains divide southward to the Catskill Mountains divide. The broadest part of the Valley extends north and south, for seventy miles in the Middle Mohawk Valley, here bisecting the Dutchtown Road.

Fort Plain-Nelliston, Historical, 1634-1925—Mohawk Indian Villages.

Fort Plain is an important historical center of the middle Mohawk Valley. Evidences of the occupation of the Mohawks are to be found at several points within the village limits, an Indian burial ground having been uncovered (1877) on Cemetery Hill. Three or four Mohawk villages were probably located, at different times, within the present Fort Plain limits.

In 1634 the Mohawk village of Os-qua-ge (9 houses) was located on present Prospect Hill, Fort Plain, and the Mohawk village of Ca-na-wo-ge (14 houses) probably was then on Fort Hill, or the adjacent spur northward across the Thakoikeeron, or Little Woods Brook—also known as Lipe's Creek.

In 1634, the Great Upper Mohawk Castle of Tenotoge was located on Oak Hill (on the Sponable and Moyer farms) with 55 houses. It was the most important town at that day in the Hudson and Mohawk valleys. It was visited by Dutch traders in 1634. See Chapters 6 and 13 and "Chapter 7—Notes on Mohawk Sites About Fort Plain," by Douglas Ayres, Jr.

Town of Tarajorees, 1700-1755.

In 1693 a strong French and Indian raiding party destroyed all the Mohawk castles, then situated on the north side of the river. Ti-on-on-do-gue, probably located at or near Wagners Hollow, fell only after a great battle. Following this terrible raid the Mohawks located in one tribal village known as Og-sa-da-ga, at present Tribes Hill, where they lived from 1693 until 1700, when they removed to castles on the south shore—the lower castle of Iconderoga, at present Fort Hunter, the middle village of Tarajorees at Fort Plain, and the upper or great castle of Canajoharie, at present Indian Castle.

Ta-ra-jo-rees, the middle Mohawk town of the Mohawks was located on present Prospect Hill, from about 1700 until about 1755. It was the village of the Turtle clan. Its chief and many of its warriors were killed in the Battle of Lake George, 1755, while serving in the British-American army under Sir William Johnson. Soon thereafter this village was abandoned and its people went to the upper Mohawk village at present Indian Castle. Tarajorees is said to mean "the hill of health." It stood at the southeastern point of Prospect Hill, while there were scattered Mohawk huts on the adjacent highlands. These Mohawks

THE FAYANT HOUSE

Sir George Clarke, Lieutenant-Governor of the Province of New York, built a summer house on this site in 1738, the cellar of which is a part of this home. Built by Col. Robert Crouse and later owned by the Wagner and Fayant families. Now the property of Mr. and Mrs. Frank H. Fayant.

MOHAWK RIVER, CENTRAL R. R. AND NELLISTON

View showing Mohawk River, milk shipping station of the Dairymen's League, and part of Nelliston. The Mohawk Valley is a great dairy region and fills a large part of Father Knickerbocker's milk pail. Fort Plain is a great milk shipping station, one of its three dairy companies, The Fort Plain Milk Co., doing three-quarters of a million dollars worth of business in 1923. Milk forms a large part of Central traffic, the milk expresses flying to New York at the speed of the Empire State Express.

here cultivated the flats and the island and some attended Dominie Ehle's religious services at the Ehle house (1727-1752) opposite.

Fort Plain was a favorite dwelling place of the Mohawk Indians. Indeed some of them may have resided here or hereabouts from their earliest settlement in the valley (about 1580) until the outbreak of the Revolution—a period of 200 years. On the hills, which form a semi-circle about the flats on which the greater part of Fort Plain is located, are found many remains of Indian occupation. There are several very fine collections of Mohawk Indian relics in Fort Plain.

See "Chapter 7—Notes on Mohawk Indian Sites About Fort Plain," by Douglas Ayres, Jr., Fort Plain.

The present village of Fort Plain lies between two small streams. The one on the north is known as Little Woods Brook or Lipe's Creek. Its Mohawk Indian name was Tha-koie-keer-on, the meaning of which is unknown. The Prospect Hill Brook, which bounds the village limits on the south, bore the Mohawk name of Tenck-sow-e-my, of which no translation has come down to us.

Jacob Crouse, the ancestor of the Crouse family in America, was the first settler of Fort Plain, of whom we have record. He was born in the Rhine Palatinate before 1700 and came to America in one of the Palatine migrations. About 1720 he settled at, or near, the Sand Hill neighborhood of present Fort Plain which was its earliest center. Here, Jacob Crouse married Catherine Elizabeth Nellis, June 24, 1724. Crouse was a natural landowner and on October 1, 1745, he made his first recorded purchase of lands covering present Fort Plain in part. He added to these purchases and, in 1760, bought the land covering the southern part of the village of Fort Plain and its business center. The ancient parchment deeds for these purchases are (1925) in the possession of Menzo Crouse of Fort Plain, fourth in descent from Jacob Crouse, who, together with his grand-nephew, Col. George Crouse Cook, occupies a house on ground which has been in possession of the Crouse family since 1745.

Among other first settlers were families by the name of Lipe and Seeber. At Sand Hill, several Indian trails met and here a neighborhood settlement soon grew up with a store, tavern, blacksmith shop and a river ferry. A log church was constructed at an early date and the frame "Reformed Church of Canajoharie" (District) was built here in 1750.

Ehle House, 1727-1752.

In the village of Nelliston, about 400 yards south of the Fort Plain station, stands the stone Ehle House, now (1924) crumbling into ruins. The first settler in present Nelliston was Rev. John Jacob Ehle, who came into the valley in 1724. He built the small north end of the house in 1727, which served as his home and also as a mission for the Mohawks of the village of Tarajorees opposite on present Prospect Hill. Dominie Ehle was a missionary to both the white and red population of the Mohawk and Schoharie valleys. In 1752 his son, Peter Ehle, built the larger part of the house. It stands about 300 yards west of the Mohawk Turnpike, from which it is easily reached on foot. The older part is the oldest structure west of the Schoharie River.

Sir George Clarke House, 1738-1742.

Sir George Clarke, a British provincial governor, had a stone house built at Fort Plain in 1738 and, with his family, made this his summer home until 1742, in what was then a wilderness, with the exception of a few farms along the river. The cellar of this ancient gubernatorial mansion now forms part of the cellar of the Crouse-Wagner-Fayant house.

Governor Clarke was a "silent partner" in the great Corry patent of land located some miles southward and probably settled here on that account. This estate became the scene (1860-1880) of a tenant's war and was subsequently broken up. The stones of the old Clarke house went to the building of a mill about 1800.

The original cellar stonework, floor beams and cellar fireplace of the Governor Clarke house still stand in the present building. The early valley settlers lived much in their cellars around their cellar fireplaces during the coldest months of the winter.

When the Governor Clarke house was built the Otsquago skirted the low hill on which it stood and here the Governor had his boat landing, where the river craft were kept, with which the baronets' household navigated the Mohawk.

This is now the Fayant house, the site having been occupied by the Sir George Clarke house and the present house first built by Col. Robert Crouse, and later occupied by Mr. and Mrs. A. J. Wagner and Mr. and Mrs. Frank Fayant, and Mr. and Mrs. Frank H. Fayant, the present owners.

Fort Plain, 1776-1780. Fort Rensselaer, 1780-1783.

The first full meeting of the Tryon County Committee of Safety was held at William Seeber's (on the site of the present old Adam Lipe place), May 24, 1775. Seeber and his sons were killed at Oriskany and the Seeber house and store were burned in Brant's Tory-Indian raid of 1780.

Fort Plain was built by Colonel Dayton of the American Army of the North (headquarters at Albany) in 1776 on present Fort Hill. It formed the American Revolutionary Army valley headquarters from 1780 until the close of hostilities in the fall of 1783. Four adjacent small forts formed outposts for the main defense. Fort Plain was a "rough quandrangle of palisades with earth and log embrasures, with blockhouses, mounting cannon, at opposite corners and barracks and a strong blockhouse in the center. It enclosed a half acre of ground." As in all valley forts, farmers drew the logs while the soldiers and militia built the fortifications.

The name Fort Plain is said to come from the "plain or unobstructed view" from this post, although the three-mile stretch of plain or flats, eastward to present Canajoharie, may have influenced its naming. In 1781 a blockhouse on the edge of the adjacent ravine was added. Markers show the site of fort and blockhouse. The garrisons of Fort Plain and its chief neighboring Army posts (Paris, Clyde, Plank, Windecker, Willett) were engaged in many valley Revolutionary military movements and battles, and the forts were neighborhood refuges during the many savage raids which devastated the valley in our War for Independence.

Fort Plain was surrounded by a circle of Army posts and fortified houses, which made it the strong defensive center of this exposed Revolutionary frontier, from 1776 to 1783. This ring of defenses consisted of (beginning on the west and swinging the circle to the south): Forts Windecker (near Mindenville), Willett (Oak Hill), Planck, Clyde (Freysbush), Ehle (near Canajoharie), Van Alstyne (Canajoharie Village), Van Alstyne House (Canajoharie), Frey (Palatine Bridge), Keyser (1½ m. n. e. Palatine Bridge), Paris (Stone Arabia), Snell (south of Ephratah), Wagner (1½ m. w. Nelliston), Klock (1½ m. e. St. Johnsville), Timmerman (St. Johnsville). Nearly all these forts, and the events in which they figured, are covered in the historical chapters of this work.

Fifth New York From Fort Plain Forms Clinton's Army Right Wing on Otsquago Trail, 1779.

In June 1779, General Clinton's army came up the Mohawk from Schenectady in 200 batteaux, containing army stores, ammunition and ordnance, debarked at Canajoharie, made a famous overland portage to Otsego lake, with the 200 batteaux loaded on wagons, drawn by six horse teams and oxen, went down the Susquehanna, August 9, joined General Sullivan's army at Tioga August 22, defeated the Tories and Indians at present Elmira, August 29, 1777, and then ravaged the Seneca country. Colonel Dubois' Fifth New York Line Regiment with artillery, formed Clinton's right wing on this portage march, June 16 to July 2, and marched over the Otsquago Trail (which then ran through Little and Second Woods, on the line of the old Lipe farm road) to Starkville, camped June 18, at Camp Creek, Starkville; June 19, at Browns Hollow; June 19-26, built corduroy road through present Van Hornesville; June 26, camped south of Springfield; June 28, in camp at Lowe's Grove on the east side of the head of Otsego Lake. A guard of two companies of infantry and one of artillery was kept on scout and guard duty during Clinton's portage as it was expected Brant would attack over the Wiaontha Trail and June 19-26 entire regiment, except road building party, was deployed for a distance of three miles over road, one-half mile east of Summit (Mud) Lake expecting an attack. June 26, the Fifth established Camp Liberty at Lowe's Grove at the head of Otsego Lake. July 4 a grand celebration was held by entire army. See "Chapter 67—1779. Clinton's Portage March from the Mohawk to Otsego Lake."

Brant's Indian-Tory Raid, 1780—When Women "Manned" Fort Plain.

The Fort Plain section was devasted and 16 people were killed and 60 captured during a great raid of Tories and Indians under Joseph Brant (August 2, 1780). The story of this tragic occurrence may be read in Simms' "Frontiersmen of New York."

The local militia had gone up the river convoying supplies when the savages broke from the woods. A woman fired the signal gun at the fort warning the scattered settlers to take to the bush or woods or to run for the nearest blockhouse. Many gathered in Fort Plain and, fearing an attack, the women there donned men's hats and took poles and guns, showing themselves sufficiently above the palisades to give the impression of a large

garrison. The ruse was successful as the savages avoided the fortification.

Several girls were captured and taken to Canada where they became the squaws of Indians and refused to return home when their parents went for them at the end of the Revolution. Many touching tales are told of the reunion of captives, made hereabout, with their families at the close of the war.

This raid ravaged the Otsquago valley from present Van Hornesville east to Fort Plain, with a total of 24 killed and 73 prisoners taken by Brant at all points. See "Chapter 68—Johnstown and Fort Plain Raids, 1780."

Oct. 19, 1780. Johnson's Raid, Battles of Stone Arabia and Klock's Field.

In September, 1780, Gen. Robert Van Rensselaer of Albany was in command of the valley forts and made his headquarters at Fort Plain and then changed its official military designation to Fort Rensselaer. It also continued to be popularly known as Fort Plain throughout the Revolution, and these two names for the same fort have caused much historical confusion.

On the morning of October 19, 1780, Col. John Brown, at the head of 140 American soldiers met Sir John Johnson and 700 Tory, Indian, British and Hessian German raiders in the bloody battle of Stone Arabia. Brown and 50 of his men were slain, the rest of his little band escaping to Fort Paris, the chief Revolutionary fortification of present Palatine township. Johnson's red and white savages then murdered and burned all through the Stone Arabia settlements, following which they moved westward past Palatine Church.

Where Van Rensselaer's Revolutionary Army Crossed the Mohawk.

Oct. 19, 1780, Gen. Van Rensselaer's American Army reached Prospect Hill, in its pursuit up the south shore highway, of Sir John Johnson's murderous raiders. Here the Americans came to Ehle's ford at Verplanck's (Nellis) Island. The traitor Van Rensselaer delayed his pursuit here for several hours, while he took dinner with Gov. Clinton at Fort Plain. In the late afternoon the Americans, enraged at their cowardly or traitorous leader, were allowed to cross on the baggage wagons which had been driven into the Mohawk to form a temporary bridge. The patriot militia routed the invaders at Klock's Field, five miles

THE DUFFY HOME, FORT PLAIN

Home of Mr. and Mrs. George Duffy. Built in 1862 at the corner of Center and Orchard streets. The drawing room, at the front of the house, on the right hand side, is 52 feet by 31 feet, with 12-foot ceiling, and is a favorite meeting place of the Fort Plain D. A. R.

westward, the same evening. See "Chapter 69—Johnson's Great Raid Through the Schoharie and Mohawk Valleys."

General Marinus Willett.

From June, 1781, until the end of the Revolution in the fall of 1783, Col. Marinus Willett was in command of the American Revolutionary military forces along the Mohawk. He made Fort Plain his headquarters and lived in a log hut on the east slope of Fort Hill. Col. Willett was a New York City Son of Liberty, a famous patriot, a noted scout and one of the most efficient American Revolutionary officers. He was second in command at Fort Stanwix during its unsuccessful siege and on the day of the Oriskany battle he led the famous sortie which burned the British camp.

Col. Willett led the local garrisons and valley militia to the Revolutionary American victories of Sharon Springs (July 10, 1781), Johnstown (Oct. 25, 1781) and West Canada Creek (Oct. 29, 1781), the latter being the action in which the Tory murderer-villain Walter Butler was killed.

Willett was a grandson of Thomas Willett, the first mayor of New York City, following its charter granting in 1684. Col. Willett became a brigadier-general, serving until 1792. He was elected sheriff and later mayor (1807) of New York City and died in 1830, aged 90. Willett was a big, muscular, fearless fighter and so feared by the Indians that they called him "the Devil." He was beloved by his soldiers and the valley people of his bloody time for his valiant defense of this Mohawk River frontier. Even today the name of Willett is revered in the Mohawk Valley. See Willett's biography at the end of Chapter 62.

Under Washington's orders Col. Willett marched to Fort Oswego in February, 1783, in an unsuccessful attempt to capture that strong British post. The 300-mile round trip was made with great hardship. See "Chapter 73—1783. Willett Fails to Capture Fort Oswego."

On April 17, 1783, news of peace reached Fort Plain and Col. Willett sent a messenger to the British commander at Fort Oswego with the welcome news. See "Chapter 74—1783. Peace News Reaches Fort Plain."

Williams Memorial Library—Haslett Park—Duffy Fountain.

The old south shore turnpike, running through the Greenbush section of Fort Plain is called Willett Street, after Fort Plain's

Revolutionary commander. On it is the Williams Memorial Library (building erected 1835) and Haslett Park (gift of Frederick S. Haslett) and the Duffy electrical fountain (gift of John Duffy). The park would be a fitting site for a memorial to or statue of General Willett. Willett Street is here intersected by River Street, which is the northern beginning of the Otsquago Trail, which carries a great passenger, commercial, farming and touring traffic. Such a Willett statue, properly located in this park, would, therefore, be annually seen by thousands. Haslett Park is also a fine location for a World War memorial or statue.

Fort Plain is admirably and centrally located for a historical museum. The surrounding country is rich in material, much being annually destroyed which would be placed in such a local institution, if it existed.

Fort Plain is also well situated as a location of a company of the New York National Guard, with Canajoharie at St. Johnsville included in the personnel.

Washington at Fort Plain, 1783.

July 30, 1783, General Washington and staff stopped at Fort Plain, on their return from their journey up the Mohawk to Fort Stanwix, on the site of present Rome. The following day General Washington journeyed to Cherry Valley and Otsego Lake, returning to Canajoharie over Clinton's route.

General Washington spent the night of July 30, at the stone house (destroyed in 1865) of Peter Wormuth, on the Palatine shore of the Mohawk. Washington crossed the Mohawk by Walrath's ferry to Fort Plain on the morning of July 31. Beside the road to the fort, Mrs. Gross (wife of Dominie Gross) had paraded a bevy of school boys. At a signal they took off their hats and cheered and then made their best bow to the Father of their Country. The General smiled, returned a cheerful "Good morning, boys," to their greeting and then rode up the hill to the fort. The garrison of Fort Plain was paraded and the Commander was given a military salute. General Washington dined with Col. Clyde in the fort, after which, accompanied by his escort, he rode to Cherry Valley, where he spent the night of July 31. On August 1 Washington and his party rode to Otsego Lake and returned to Canajoharie over Gen. Clinton's road of 1779. It is only at Fort Plain and Canajoharie that we have many detatils of this famous Mohawk Valley journey of Washington. (See Canajoharie.) See "Chapter 75—1783. Washington's Journey Through the Mohawk Valley."

Bleecker House-Paris Store, 1786.

Shortly after the Revolution Isaac Paris, Jr., of Stone Arabia, moved to Fort Plain and here, in 1786, built a large storehouse and trading post on a low hill rising from the Otsquago, a mile from its outlet (but probably navigable). He died within a few years. The town of Paris, Oneida County (just south of Utica) was named for Isaac Paris, Jr., in appreciation of his aiding its starving inhabitants with gifts of grain during a season of failing crops . The father of Paris (Isaac Paris, Sr.) was murdered by Indians, who captured him in the Oriskany battle. The Paris store has been occupied by the Bleecker family since 1835.

Totoville.

Fort Plain is a "canal town," that is its early development was caused by its location on the old Erie Canal, constructed in 1817-1825. The new creek channel was then made along Prospect Hill and the lock and guard gates were placed here, which changed the village center from Sand Hill to Prospect Hill, and brought the creek outlet a half mile south of its former one. When Sand Hill was the center, the few houses, tavern and store, on the present town's business center, were called "Totoville." The neighborhood negro slaves used to gather at the tavern here where they performed a peculiar dance called the "Toto dance," and hence the locality was called "Totoville."

Fort Plain-Nelliston, 1825 to 1925.

Some Fort Plain events and dates follow: 1806, river bridge built at upper island; present center plotted and town boomed during building of Erie Canal (1817-1825), when new outlet of Otsquago to river was dug along Prospect Hill; Fort Plain incorporated, 1832; Fort Plain Seminary built 1853 (enrollment 513), succeeded 1879 by Clinton Liberal Institute, burned 1900, village high school (1916) occupying site; furniture making started 1865, spring and axles 1870 (removed to Chicago Heights 1894), silk 1880, knit goods 1887. Nelliston village was incorporated in 1878. The Fort Plain and Richfield Springs R. R. (projected first in 1828) constructed considerable roadbed, 1895-6, but project failed.

The following, regarding the early history of the village of Fort Plain is from the authors "Old Fort Plain and the Middle Mohawk Valley." It covers practically the same period (1825-1925) of village development as the sketch by Mr. H. V. Bush—

"One Hundred Years of Canajoharie," contained in the chapter on Canajoharie—Palatine Bridge.

The story of the village of Fort Plain, since its incorporation as a village in 1832, is typical of the development of Mohawk Valley towns during the nineteenth century. It has also been the growth of the canal and market town of 1830 into the manufacturing village and farming community center of the twentieth century. Because of the Barge Canal it will undoubtedly regain its place as an "inland port," which it held before the decline of traffic on the Erie Canal, due to railroad competition. Fort Plain was incorporated as a village in 1832. Like its sister village, Canajoharie (incorporated 1829), Fort Plain is a "canal town" —that is, its early growth was largely the result of the great impetus to trade and commerce in the valley given by the construction of the Erie Canal. The founding and development of industries, except on a small scale, came later. Through all the changes of the nineteenth century, it has remained a trading center for an important agricultural and dairying section. Situated at the mouth of the Otsquago Valley and practically (by road) at the outlet of the Garoga Valley, it has formed a center of trade for these two extensive natural thoroughfares and their adjacent country. With the present rapid improvement of the highways, its advantageous location will continue to be of marked aid to the trade centering about the town, and its projected Barge Canal terminal will give it a position of prominence in the traffic of that great waterway. The Garoga Valley road, a mile and a half north of Nelliston, leads north up the Garoga Valley into the lakeland of northern Fulton County. The Otsquago Valley roads, south into the Susquehanna Valley, lead to Richfield Springs, Springfield Centre, Cooperstown, Cherry Valley and other points.

Village Center Moved From Sand Hill to Prospect Hill.

Fort Plain originally was a hamlet of a few houses, a hotel, store and mill, which grew up at the foot of Prospect Hill and along the south shore turnpike (now Willett Street) and the Otsquago Creek, which then ran along the flats to the foot of Fort Hill (or the eminence on which the fortification of Fort Plain stood), a half mile north of the business center of present Fort Plain. As we have seen, during the building of the Erie Canal, the business concerns at Sand Hill, on the northern end of the present village, moved to the present site. Fort Plain, as a hamlet, dates from about the building of the Canajoharie Reformed Dutch Church on Sand Hill in 1750, when the nucleus

of a little settlement was established there at the river ferry and the beginning of the Dutchtown Road. Both Sand Hill and the Prospect Hill hamlets formed parts of the present Fort Plain village limits—about a square mile of territory.

Fort Plain and Nelliston Form One Mohawk River Community.

Fort Plain and Nelliston form what is virtually one town as before stated. They are separated by the Mohawk River, Nelliston being on the north shore and Fort Plain on the south. Nelliston dates its growth from about 1840. The original river bridge connecting the present villages was built in 1829. The first Mohawk River bridge at Fort Plain was built across the island in 1806. Nelliston is a beautiful residential section and is more adapted to the site of future residential growth of the two villages than Fort Plain itself. For articles relative to Fort Plain, in connection with the building of bridges, highways, canals and railroads, turn to the separate chapters on these subjects.

Fort Plain lies partly on the flats and partly on the high ground rising to Prospect Hill on the east and to Institute and Cemetery Hill and Fort Hill on the west and north. It also extends up the Otsquago Valley nearly a mile. Nelliston lies on a tableland on a small hill rising directly from the river.

Trade and business houses rapidly sprang up in Fort Plain, both before and immediately after the Erie was completed in 1825, and for a number of years it shared in the commerce of what was then a great water route of passenger and freight traffic. For years the Fort Plain canal docks were lively and busy places and continued as such up to about 1880, when the competition of the railroads began to be seriously felt.

Crouse Brick Yard, 1825, and Fort Plain's Brick Buildings.

George Crouse, the Revolutionary soldier and son of Jacob Crouse, the pioneer, built a house (on the site of the present George Duffy home) about 1790. This house descended to his son Henry Crouse, who started a brickyard on present West Street, Fort Plain, about 1825. The clay was taken from the hill sloping back to the cemetery and the water came from a pond on the site of the present Reformed Church parsonage. Many of the fine old-time brick residences, which lend an air of distinction to Fort Plain, were built of brick from the Crouse brickyard, as were all of the early brick business buildings. Among these was the first Reformed Church and the first Fort Plain

FRONT PAGE OF FORT PLAIN SEMINARY CIRCULAR OF 1860

showing the building which was altered into Clinton Liberal Institute in 1879.

CLINTON LIBERAL INSTITUTE, FORT PLAIN

Built 1879; burned March 25, 1900. This school was preceded by the Fort Plain Seminary, and the site is now occupied by the Fort Plain School. The Seminary and Institute, with a life of nearly half a century, were important educational factors in the life of the middle Mohawk Valley.

Bank building, the Fort Plain Seminary and many others. A number of members of the Crouse family moved to points west of Fort Plain, about the time of the operation of the Crouse brickyard. Among these was John Crouse (son of Jacob Crouse and Katherine Nellis) who removed to Syracuse, where he started a large wholesale grocery house and founded Crouse College of Syracuse University.

Fort Plain started out to be a "brick town." It is to be hoped that brick residential construction may be resumed along the lines of the many fine old brick mansions which give Fort Plain such a distinctive and substantial character. Fort Plain and Nelliston also have a large and easily quarried supply of limestone for building purposes, which used, as it naturally quarries, in houses of a Colonial type would make picturesque and enduring houses. The Lipe, Nellis, Sponable, Berthond and Ehle houses show the possibility of the use of this local stone for buildings and houses.

At the period of the completion of the Erie Canal in 1825, and until the time railroads entered the country to the south of us, Fort Plain as a market and canal town and later a railroad town as well, drew a great amount of trade to itself from what is now Otsego County and the Susquehanna Valley even farther south. Teams loaded with merchandise arrived from and departed for towns and settlements as far south as Oneonta and even beyond.

Following the building of the Erie Canal, a hotel and sanitarium was built on the site of the present Yordon box factory. It was an important institution for several years, fronting, as it did, on the then lively Erie Canal. The hotel barns were across Canal street, where the tannery formerly stood. Stages for Cooperstown, Cherry Valley, etc., arrived and departed from this point. A short distance above the hotel (just north of former Clark's bridge) were the canal "wide waters," where a canal boat could be turned around. In 1840 President Martin Van Buren visited Fort Plain and spoke from the balcony of the old brick building on the north side of Main street.

A public school was already located in the village when incorporated in 1832. The old wooden building, a veritable firetrap, was replaced in 1879 by the present brick structure which has been remodeled into the handsome Fort Plain Masonic Temple.

Utica and Schenectady Railroad, 1836.

The building of the Utica and Schenectady Railroad (present New York Central) in 1836, stimulated the growth of Fort Plain.

Both Nelliston (opposite Fort Plain) and Palatine Bridge (opposite Canajoharie) owe their first growth to the establishment of the railroad stations and freight houses within the present limits of these villages.

The Fort Plain Seminary and Collegiate Institute was erected in 1853, by a stock company with a capital of $32,000 and chartered by the regents of the university, October 20 of that year. The first scholastic year of the institution began November 7, 1853, with 513 students. In 1879 this large brick structure was remodeled into a still larger building of five stories and occupied by Clinton Liberal Institute, which removed here from Clinton. This was a school under the patronage of the Universalist denomination and continued to fill an important educational mission until it was unfortunately destroyed by fire in 1900. Instruction was given in academical, college preparatory and commercial courses and there was an important and largely attended fine arts department which schooled in music, elocution, and drawing and painting. In its latter years a military department was added and plans were on foot to make is exclusively a boys' military school when it was destroyed. It occupied a beautiful site of about ten acres on high ground and had, beside the main building, a gymnasium, a large armory and athletic field. Crowds came to witness the field sports and the baseball and football matches in which this preparatory school frequently competed successfully with college teams. "C. L. I." was a center of culture for all the people of the middle Mohawk Valley and its destruction was a great educational loss to not only Fort Plain, but a great area of country about it. Its park-like site was known first as "Seminary Hill" and later as "Institute Hill." An effort was made to have it converted into a public park and site for the high school, but this unfortunately failed of a majority in a village election held in 1909. Over 200 students were in attendance at C. L. I. during some years.

The Fort Plain School now occupies the site of C. L. I. It includes kindergarten, grammar school and high, and is located in a fine large brick building, erected in 1915. The school has a commanding site with beautiful views of the Mohawk and Otsquago valleys.

The town of Minden, including Fort Plain, bore its full share of the terrible cost, in lives and treasure, of the War of the Rebellion. Minden as a whole furnished 518 men at an expense, beside the county bounty of $154,143. This is according to Beers' 1878 History. The Grand Army of the Republic is (1925) rep-

resented in Fort Plain by Klock Post, G. A. R., named after Captain Klock of St. Johnsville.

1874—Spring and Axle Works—Beginning of Fort Plain's Industrial Development.

In 1874 the Shipman's moved their spring and axle works from Springfield Center to Fort Plain. The business had started in the old stone Van Horne mill, still standing by the Otsquago Creek, in the glen at Van Hornesville, where the first factory made springs and axles manufactured in America were turned out. The Fort Plain Spring and Axle Works developed into the largest factory of its kind in America. In the course of a business combination, the factory was removed to Chicago Heights, Illinois, in 1894. The loss of this industry to Fort Plain was keenly felt.

1883—Building West Shore Railroad.

The construction of the West Shore Railroad in 1883 made Fort Plain a station on the new line, which has lately been denominated South Fort Plain to differentiate it from the New York Central Station and to avoid confusion among shippers. The completion of the West Shore Railroad in 1883 was marked by a disastrous wreck on that road at Diefendorf Hill to the north of Fort Plain. Two passenger trains, scheduled to pass each other at the Fort Plain Station at noon, collided through some misunderstanding of orders. Several lives were lost and the wreck was most spectacular, one of the engines being shoved upright into an almost perpendicular position. What was to have been a day of celebration was changed into one of gloom at Fort Plain. The wreck was viewed by large crowds of people.

Shortly before the completion of the West Shore, occurred a riot of Italian laborers and several of them were wounded by townspeople who broke up the gathering in front of the Zoller House, which they beseiged, as in it was hidden the contractor who owed them their wages. The day was one of great excitement for Fort Plain.

Two important silk mills were located in Fort Plain in a period between about 1880 and 1884. The largest, located on Willett Street, was burned in 1884 and this was an event temporarily disastrous to the town.

One of the largest Canal Street firms doing business had its grain elevator and mill burned in a spectacular fire in 1883. After this date the canal business fell off rapidly.

1912—Hydro Electric Power Introduced.

Fort Plain has electric light and electric power furnished by the Fulton County Gas and Electric Company. The concern has rights to the use of the water in the Garoga lakes and is one of the water power companies that has a dependable water supply, particularly during the summer months. The introduction of this power into Fort Plain in 1912 undoubtedly means much to the future industrial growth of this town, as it is claimed that power can be developed here as cheaply as anywhere in the east.

Williams Memorial Library.

In 1884 a Woman's Literary Society was organized in Fort Plain with a membership of about forty. Shortly after this organization was effected it was decided that the efforts of its members should be directed toward the establishment of a public library. With this idea in view a "book reception" was held at the home of one of its members, and a number of books and some contributions of money were received. It was resolved to work under the name of the Women's Library Association of Fort Plain and the constantly growing collection of books was housed at a number of places, until 1909, when the children of the late James H. Williams, in conjunction with Miss Sadie J. Williams, all of Brooklyn, gave the use of the house at the corner of River and Willett streets to the Fort Plain Public Library, which had been incorporated under that name. This was presented as a memorial to one of Fort Plain's first merchants, Harvey E. Williams, and his son, James H. Williams, who was born here. The library was also willed $1,000 by the late John Winning and $2,000 by the late Homer N. Lockwood, and $5,000 by the late James A. Wendell of Fort Plain, comptroller of the State of New York. The Catherine Nellis Memorial Chapel, a drinking fountain presented by the late Charles Tanner, the Failing Cemetery rest house, Haslett Park and the Duffy electric fountain are notable public gifts of the past.

Fort Plain has many fraternal, social and church organizations. The Old Fort Plain Band has been a high-class musical organization for about seventy-five years. At one time the town had two bands. The volunteer fire department has generally maintained a high degree of efficiency. The Fort Plain Club was originally organized as an athletic and social club of young men in 1891. It took in business men as members the same year and became a business men's social organization. Fort

Plain Lodge No. 433, F. and A. M., was organized June 17, 1858. It occupies a handsome Masonic Temple. The Fort Plain Exchange Club was organized in 1925. The Knights of Pythias have a temple.

A railroad, from Fort Plain to Richfield Springs and Cooperstown, has been agitated ever since an initial meeting of townspeople, to further that object, in 1828. In 1894 work was actually begun, a right of way having been obtained. Much of the roadbed was constructed but the contractors failed and the project fell through.

The Bailey Knitting Mills.

In 1898, Squire and Thomas Bailey came to Fort Plain from Little Falls, purchased the spring and axle works buildings and started the knit goods business, which has been such an important factor in the industrial, commercial and business life of Fort Plain. Mr. Charles Bailey, the veteran knit goods manufacturer of Little Falls (who died in 1924), was associated with his sons, though he continued his Little Falls residence. The Bailey Mills employ about 500 people and make a varied line of knit goods. In the summer of 1924, when most of the valley knit goods concerns were operating only about 20 per cent. of their capacity, the Bailey Mills were running to their usual capacity. The capital stock of the Bailey Knitting Mills is $400,000, and the officers are: President, Squire Bailey; Vice-President, Charles Bailey; Secretary and Treasurer, Thomas Bailey.

1898—Fort Plain Street Fair Started.

In the Fall of 1898 a number of Main Street merchants got up, on the spur of the moment, a display of farm fruits and produce on the sidewalks in front of their stores, and this was the nucleus of the Fort Plain Street Fair, famed throughout Central New York. Great crowds come by horse and automobile conveyances and by trains from up and down the valley to this September carnival. Excellent displays of fruit, farm produce, field crops and poultry were held under canvas covered booths on the brick pavement of Canal and Main streets. As many as 50,000 visitors are estimated to have attended the fair, during the week in which it is held, and 15,000 are said to have been present on a single day. Free attractions are annually offered and the crowds, while full of the fair and carnival spirit and addicted to much noise, are invariably orderly and arrests and petty crimes are almost unknown.

MASONIC TEMPLE, FORT PLAIN

PARK AT VAN HORNESVILLE

Part of Young's Park at Van Hornesville, one of the improvements made by Mr. Owen D. Young, in his native village, on the Otsquago Trail which runs from Fort Plain to Otsego Lake. Photo by the Author.

This fair was discontinued for a number of years but was revived by the Fort Plain Post, American Legion, in 1922 and is continuing its former successful career.

In the years from 1880 to 1910, Fort Plain established water, electric light and sewage systems. The water system was originally owned by a private company, with reservoir in Freysbush. The village instituted its own plant in 1895, with reservoir in Palatine, a mile northeast of the town. Its water is taken from North Creek, a branch of the Garoga. In 1903 parts of Canal and Main streets were paved with brick and since that time the main thoroughfares have been so paved. About 1885 occurred the development of Prospect Hill as a residential section.

The original enterprise, from which the Beech-Nut Packing Company of Canajoharie developed, has had an important bearing on Fort Plain. The sister villages of Fort Plain—Nelliston and Canajoharie and Palatine Bridge have their business centers only three miles apart while the outskirts of Palatine Bridge and Nelliston are but one and one-half miles distant from each other on the Old Mohawk Turnpike and are rapidly building together. About 200 employes of the Beech-Nut Packing Company live in Fort Plain and Nelliston and daily "commute" to their work in Canajoharie in big Beech-Nut busses. This fact has done much to unite the two towns in a bond of unity and a number of marriages between the young people of the adjoining communities has resulted from this Beech Nut bond of fellowship.

1911—Atwood's Aeroplane Flight, First Through the Valley.—Stop at Fort Plain.

In 1911, Atwood, the aviator, made his epoch-making trip by aeroplane from St. Louis to New York. He landed in a field on the E. I. Nellis farm in Nelliston. This was his only overnight stop in the Mohawk Valley which he used in his route from Syracuse to Castleton on the Hudson. He landed near Glen village, Montgomery County, on the day following his stop in Nelliston. The history of Nelliston it might be here remarked, is practically coincident with that of Fort Plain, since about 1840, when Nelliston began to grow into the pleasant and attractive town it now is. The date of Atwood's landing at Nelliston was August 22, 1911. Atwood slept that night in Fort Plain, where he was accorded, as he said, the best reception of his whole journey. See "Chapter 96.—Atwood's Aeroplane Flight Through the Mohawk Valley, 1911."

In 1911 the Fritcher Opera House was burned and the Fort

Plain Theatre was erected in the same year. This is now Smalley's Fort Plain Theatre, under the management (1925) of H. L. Richardson. Smalley's Fort Plain Theatre shows pictures, plays and vaudeville and is one of the houses of the Smalley Circuit, a rapidly growing theatrical and cinema chain.

Fort Plain's Million Dollar Milk Business.

One of the noteworthy features of business life in Fort Plain has been the great development of the milk business. In 1925 there were three large milk companies doing business in the town—the Fort Plain Milk Company, the Van Son Company, and the Dairymen's League. The total amount of money paid farmers for milk in 1924 by these companies totaled $1,250,000. Milk is Fort Plain's largest industry. Fort Plain is one of the important milk shipping stations on the New York Central Railroad.

In the cold wave of January 28, 1925, Freysbush, just southwest of Fort Plain, recorded 43 degrees below zero, the lowest in the Mohawk Valley. Fort Plain's lowest was 42 degrees below. On January 29, 1925, 26 inches of snow fell in Fort Plain, the greatest fall on record since the blizzard of 1888.

Fort Plain Population Figures.

The following gives the known figures of the population of Fort Plain: 1825, 200; 1832, 400; 1860, 1,592; 1870, 1,797; 1880, 2,443; 1890, 2,864; 1900, 2,444; 1910, 2,762; 1920, 2,747. Fort Plain and Nelliston, combined, population figures: 1880, 3,001; 1890, 3,585; 1900, 3,078; 1910, 3,499; 1920, 3,411. The estimated 1925 population of Fort Plain-Nelliston is 3,700. Fort Plain and Nelliston are virtually one community, on opposite sides of the Mohawk.

The following are the population figures for the town of Minden: 1850, 4,623; 1860, 4,412; 1870, 4,600; 1880, 5,100; 1890, 5,198; 1900, 4,541; 1910, 4,645.

Fort Plain Church History.

The Reformed society moved from Sand Hill to Fort Plain and built a church in 1834 on its present site. This burned and in 1835 a structure, long known as "the brick church," was built which was repaired in 1872. While these were building, the congregation used the church at Sand Hill, but upon the completion of the brick one the old structure to the west of the village, was demolished. The ecclesiastical relations of this church are with the classis of Montgomery and through it with the General Synod

of the Reformed Church in America. In 1887 a new and architecturally important brick church was built by the Reformed society. The town clock, now in the tower of the Farmers and Mechanics Bank building, was formerly in the Reformed Church steeple for half a century. It has struck the hours for Fort Plain for nearly a century.

The first Methodist class in Fort Plain was formed, June 24, 1832. In early times the Methodist services were occasionally held in the Sand Hill Church, but more frequently in the second story of a building that stood near the Clark place on Upper Canal Street. When this building was moved to a spot near the present Shinaman drug store, the Methodists continued its use as a meeting place. Then for several years before 1842, services were held in what was at that time the district school house, which occupied the former Mohawk Street School site. The first Methodist Church was dedicated February 20, 1845. In 1854 it was enlarged and re-dedicated. In 1879 a large new brick structure was erected on the old site. A Methodist church (of frame construction, was built in Nelliston in 1895.

The first Universalist society of Minden was organized April 6, 1833, and the first church was dedicated December 25, 1833. It was remodeled in 1855 and 1874. In 1896 the old frame structure was torn down and a large, brick church was erected on the site.

The (German) Lutheran Church society held its first meetings in 1842 in private houses. The first church building was built in 1853. The present brick structure was completed in 1874.

A Baptist society was formed in 1891 and a brick church was built in 1892.

An Episcopal Church (Holy Cross) was erected on Prospect Hill in 1887 and in 1899 was removed to the corner of Lydius and Washington streets.

The Catholic Church, standing close to the Fort Plain Cemetery, was built about 1887.

The association managing the cemetery of Fort Plain was organized March 4, 1864. It occupies, on the heights of the northwest corner of the village territory, a large and beautiful location. The view of the valley obtained from it is very fine and this park-like burial place is one of the most important in Central New York. The stone Catherine Nellis Memorial chapel of much beauty and architectural merit, was the gift of Mrs. H. H. Benedict of New York, in memory of her mother, and was

erected in 1907. Here are also the Failing Rest House and several memorial gates.

Minden Township of Montgomery County, in which Fort Plain is located, today is a prosperous dairying and farming section and it is famed for the beauty of its rolling hills and wooded valleys.

Prospect Hill, a Middle Mohawk Valley Viewpoint.

Fort Plain has many advantages, and some disadvantages of location. In Prospect Hill, it has a sightly viewpoint, the equal of which is not possessed by any valley town excepting Little Falls. The vistas opened up to a spectator on this hill are wide and exceedingly pleasing in their variety of river, canal, fertile fields and distant wooded hills. It is a valley section and a village with a situation and a setting, which offers unusual opportunities for the factory, for the dwellers in the town or on the fertile farms round about it.

Prospect Hill is a valley eminence and a little hill of the world —a place of today and of yesterday; though but of comparatively low elevation it has the breath of the far uplands and the clear upper summits of the Mohawk Valley. Along its margins yet remain a few vestiges of the ancient forest, which covered this viewpoint and stretched away in every direction to the summits of the distant high hills in the days of the Mohawks. Here are oaks, elms, a few pines, and other of our noble native trees. To the southward Prospect Hill rises to a noble height of two hundred feet above the river. This portion of this upland was the Tarahjohrees, or "the hill of health" of the Mohawks, and its summit would be easily accessible, from Tencksowemy valley and brook (which marks the southern limits of the village of Fort Plain and enters the Mohawk at the upper end of Nellis Island) were it not for many barbed-wire fences intervening. From Prospect Hill one can easily imagine the valley as it was—perhaps as it will be—and view it as it is. Its aloofness suggests pictures of the past while its close proximity to village, railroads and canal, gives an intimate insight into the valley and village life of today. Its triangular bluff point abutting on Otsquago Creek should become a village park, to prevent its use for other purposes.

Prospect Hill's Ancient Elm.

Prospect Hill has a huge, ancient elm on its northern brow, probably over 200 years old, which dates from the first settlement

of white men at present Fort Plain. It grew as a young sapling, when the Indian village of Tarajorees stood on Prospect Hill from 1700 to 1755. This ancient and historic sentinel should always be preserved.

Old Brick Mansions—Typical Mohawk Valley Architecture.

A handsome, dignified and substantial character is given to the villages of Fort Plain and Nelliston by the considerable number of well-built, attractive brick buildings (numbering about 100) erected between 1820 and 1875. They vary from the Schenectady Dutch style, exemplified in the Groff House on Willett Street, to the square, cupalo-topped, large, brick structures erected before and after the Civil war. Many of these handsome big, brick houses were formerly surrounded by extensive grounds and beautiful gardens. This house style, seen here to good advantage, constitutes the only typical Mohawk Valley architectural style yet produced.

The Garoga Trail.

East of Fort Plain is the Stone Arabia district of the Township of Palatine, the latter division lying on the east shore of the river for a distance of ten miles. The Mohawk here runs north and south. Palatine Township forms the tiny remains of a division of Tryon County which once extended northward to the St. Lawrence River, just as Canajoharie Township is a remnant of a similarly great district which stretched southward to the Pennsylvania line. Northward, through Stone Arabia to Ephratah, Rockwood and Garoga, the Garoga Trail stretches northward to the Garoga and Canada Lakes and onward to Lake Piseco. This is a main trail capable of development northward to Malone and the St. Lawrence just as the Otsquago Trail will eventually be a trunk line motor road extending southward to Binghamton, Philadelphia and Washington. Together the Otsquago-Garoga Trail may eventually become a mighty highway running from the St. Lawrence to the banks of the Potomac, passing by two parallel routes, through Fort Plain and Canajoharie.

At Stone Arabia, four miles east of Fort Plain are the historic Stone Arabia churches. The stone Dutch Reformed Church was built in 1788 and the frame Lutheran was erected in 1792. The grave of Colonel John Brown, hero of the battle of Stone Arabia, lies in the neglected graveyard of the Stone Arabia Reformed Church, where some fifty other Revolutionary veterans

MONUMENT TO THE SOLDIERS OF OLD FORT PLAIN

In the Fort Plain Cemetery, erected by the Fort Plain Chapter D. A. R.

CONSTITUTION DAY, FORT PLAIN STREET FAIR

Pledging allegiance to the flag at the Constitution Day exercises.

repose, mostly in unmarked graves. The Stone Arabia section forms a fertile farming and dairying region.

To the westward in the Fort Plain-Nelliston neighborhood are historically important Fort Wagner, Palatine Church and the General Cochran house. At Palatine Church, on the Mohawk Turnpike, three miles west of Fort Plain, is Garoga Creek and its outlet into the Mohawk.

Fort Wagner, 1750.

About 1½ miles west of Nelliston stands Fort Wagner (1750) on the east side of the highway, the old stone fort forming the north end of a picturesque farmhouse, reached through an avenue of trees, from the turnpike. This was the home of Lieut-Col. Peter Wagner of the Palatine Regiment of Tryon County Militia (1775-1783), and this old Wagner farm has always been noted for its fertility.

During the Revolution two Tory soldiers in Canada nearly killed each other over the question as to which one should be allotted this rich farmland when the "rebels" were licked. The Tories (Americans siding with the loyalists) were promised their patriot neighbors' farms as the spoils of war.

Col. Wagner erected a palisade (log wall) around his stone house early in the Revolution, when it became known as Fort Wagner, and it formed a neighborhood refuge during the savage raids of that time, when the local militia formed its defense.

Running westward over the old Mohawk Turnpike the motorist sights the ancient stone walls and spire of Palatine Church, on the north side of Garoga Creek. Palatine Church is an old landmark which dominates this entire valley section.

In the early part of the nineteenth century there were probably fifteen or twenty houses hereabout and Palatine Church was an original station (long abandoned) of the Utica and Schenectady railroad, opened in 1836. This immediate picturesque and fertile valley section probably (1924) has much the same general appearance as in the Colonial days of erection of the stone church in 1770.

In the early nineteenth century Palatine Church was a busy turnpike place. Here were the Fox tavern, a famous turnpike inn and stage house, the Fox grist, saw and fulling mills, all being the property of Gen. Peter C. Fox of the War of 1812. Here were two stores and a Masonic Lodge and the wide flats were the site of "general training" of the militia and the tavern the scene of old Montgomery County political conventions.

Garoga Creek.

The name of this dark Adirondack stream is fittingly said to mean "dark or savage waters." The Garoga rises in the lake section of the Mayfield Mountains, north of Gloversville. It has Peck Pond, Garoga and East Garoga lakes and a number of ponds as its main headwaters in a region popular as a summer resort section. The Garoga headwater stream rises (at Bleecker Center), 19 miles airline distance from its outlet, in a swamp from which also issues a brook flowing northeast into the Sacandaga.

In 1924 Garoga Creek was a considerable producer of hydro-electric power. With a plant at Ephratah and one projected the Fulton County Gas and Electric Co. (of Gloversville) will have a 1930 production of 15,500 h. p.

The Garoga's State Public Park Possibilities.

Garoga Creek, from its outlet into the Mohawk to its gorge through the hill to the east of the Turnpike bridge, has all the essentials of a fine state public water park. Its value, in this regard, is accentuated by its location on the Old Mohawk Turnpike, with its thousands of tourists and Valley residents passing during the summer months. There is no other water park site available, on the great New York-Buffalo Highway, in the 200-mile stretch between Albany and the Finger lakes. Public golf links, tennis courts, picnic grounds, and other recreational features, as well as camp sites, are here practicable and would add to the public value of such a possible Garoga State park site.

Tionnontogen, 1668-1693—Jesuit Mission of St. Mary's, 1670-1684.

It is probable that the great Mohawk Indian castle of Ti-on-on-do-gue was located on the banks of the Garoga, over the low hill east of the church, near present Wagners Hollow, a mile east of Palatine Church, from 1668 until 1693, when it was destroyed by French-Canadian invaders in a surprise attack and battle during New York's Colonial period. At Wagners Hollow there exist the remains of a great Mohawk village.

At Tionondogue (or Tionnontogen) was the Jesuit Mission of St. Mary's, where Father Bruyas labored and prepared his famous dictionary of the Iroquois tongue from about 1668 to 1684, when most of the Roman Catholic missionaries left the Iroquois country.

Destruction and Battle of Tionnontogen, 1693.

To subdue the Mohawks, who constantly raided Canada, Count Frontenac, in 1693, sent out an expedition of 625 French and Indians which destroyed the three lower Mohawk castles without difficulty, as the Mohawks abandoned them and made their stand at the upper castle of Tionondogue, where a hot battle took place. The Canadian French and Indians attacked at night and took the fort in a bloody fight, the French alone losing thirty men in the assault. The Mohawks were outnumbered and attempted to cut their way out, but many were killed and 300 were captured, while some survivors escaped into the forest. The village was burned and the invaders set off, with their captives, on the return march to Canada in the dead of winter.

Col. Peter Schuyler and the Albany militia pursued the enemy and fought and won a severe battle with them retaking fifty Mohawk prisoners. Provisions ran low and the Mohawk warriors cooked and ate some of their enemies. The unsuspecting Schuyler was invited to the feast, but upon fishing out a Frenchman's hand from the pot, his appetite left him and he departed with it.

The exact location of the second Tionnontogen is not known. The Mohawks removed from the first Tionnontogen at Wagner's Hllow, one mile north, in 1689, where they remained until the second Tionnontogen was destroyed in 1693, as related above.

The Mohawks never fully recovered from this bloody invasion of 1693. After it the survivors, few in numbers, built the tribal village of Og-sa-da-ga, at present Tribes Hill, where they lived from 1693 until 1700, when they removed to their final locations on the south side at Fort Hunter, Fort Plain and Indian Castle.

Palatine Church, 1770, the Mohawk Turnpike's Most Famous Landmark.

The Palatine Evangelical Lutheran Church was built of stone in 1770, through the generous donations of a few Palatine-German pioneers of the Wagner, Reber, Hess and Nellis families. The Nellis family paid for the original spire and its weathercock, which was regilded for the first time in 1920.

Palatine Church was built by the neighboring settlers, the pioneer farmers of that day being, of necessity, both carpenters and masons as well as knowing something of other trades. The neighborhood women furnished meals for the workmen during the erection of the church.

Prior to the Revolution, Fox's Mill was here located on the Garoga, the site being the old paper mill which was rebuilt into a turnpike hotel in 1921. Here also was a Colonial tavern and this was a Colonial neighborhood center.

On Oct. 19, 1780, Sir John Johnson passed westward over the King's Highway at the head of his bloody band of red and white raiders. Their course, from the battle of Stone Arabia, was marked with the smoke of the burning homesteads of valley patriots. Here they burned Fox's Mills as well as other "rebel's" buildings.

A painted savage raider attached a burning firebrand arrow to his bow and was about to shoot it onto the shingle roof of the church, when a red-coated British officer rode up and commanded him to stop. The officer had been requested by a Tory Nellis in Canada from this section, to spare the church and it thus escaped destruction.

This ancient church has never had an independent pastorate. Its pulpit has always been supplied by pastors from other churches—in the early days from the Stone Arabia Lutheran Church.

The general exterior appearance of the church, with the exception of the spire, is the same as when originally built. The original spire was conical, like most early Dutch churches, and was changed to its present beautiful shape early in the nineteenth century. In the craze to tear down and remodel everything old the church interior was disfigured by the removal of its handsome old sounding board pulpit and its gallery and the removal of its entrance from the east side to the south end. This was done prior to 1870, against the protests of some of the older residents. The ugly interior of Palatine Church should be restored to its handsome ancient form, as it is one of the most visited and one of the most historically interesting of the few Colonial churches, on the New York to Buffalo highway. The church is probably the Turnpike's most famous landmark.

Services are held here on Sundays, to which turnpike motorists are invited. It is generally open, during the motoring season, for the benefit of tourists, who are requested to sign the visitors' book.

In 1870 the centennial celebration of the church was held, at which Gov. Horatio Seymour here made a brilliant historical address. In 1910, at the 140th anniversary exercises the D. A. R. unveiled the memorial tablet located here. In 1920 the

church's 150th anniversary was observed with appropriate exercises.

Revolutionary American Army Camp, Oct. 19, 1780.

As mentioned elsewhere, the traitorous Revolutionary American General Van Rensselaer made a premeditated failure of his pursuit of Sir John Johnson's valley raiders, on October 19, 1780. On that afternoon Van Rensselaer's American Army marched west, past Palatine Church, and defeated the enemy in the battle of Klock's Field, two miles west. The American commander refused to pursue but ordered his 1,500 men to fall back to Palatine Church, where camp was pitched for the night, the American officers probably occupying the church. Van Rensseldaer allowed a small party to go out from Palatine Church in pursuit, the following day. Gen. Van Rensselaer was later court martialed at Albany for his conduct in this campaign but was acquitted. (See "Chapter 69. 1780—Johnson's Great Raid Through the Schoharie and Mohawk Valleys.")

General Cochran House, 1790.

Just west of Palatine Church stands the General Cochran (frame) house on a rise of ground about 100 yards east of the Turnpike (on the right hand side going west). It is noticeable for its four great corner chimneys.

The General Cochran house was built for the General by his son, Major James Cochran, about 1790. Dr. John Cochran was surgeon general of the Middle Department, United States Army, in the Revolution from 1776 until 1781, when he was appointed director-general of U. S. A. hospitals, with the rank of general, serving thus until the close of the war in 1783. Dr. Cochran was a close friend of Washington and the latter gave him several pieces of his furniture when the army broke quarters at Newburg in 1783, and this Washington furniture later graced the Cochran house in Palatine. Many of the most notable Americans of the time were guests at the Cochran house as they passed through the valley, and the establishment was maintained in the lavish style of a Colonial gentleman. When the Mohawk chieftain, Joseph Brant, visited the valley in 1792 on his way to Washington, the Cochrans here secreted him from the angry Valley farmers who swore to have his life. General Cochran died in 1807 and the Cochrans, in 1817, removed to Utica. The two sons of General Cochran, Major James and Captain Walter Cochran, both Revolutionary officers, lived here with their parents.

THE FORT PLAIN NATIONAL BANK

General John Cochran married Gertrude Schuyler, sister of General Philip Schuyler, the famous American Revolutionary general, of Albany, who was often a visitor here during his frequent valley trips. General Cochran's son, Major James Cochran, married in 1822, Catherine Van Rensselaer, daughter of General Schuyler. General and Mrs. Washington were her god parents at her christening. Another daughter of General Schuyler married Alexander Hamilton, who doubtless also visited here during some of his Mohawk Valley trips to court at Johnstown.

General Schuyler was a U. S. Senator from New York and a most progressive American of his day, being the president of the Western Inland Lock Navigation Co., which improved the Mohawk, 1792-97, and which was the predecessor of the present State Barge Canal. Schuyler was a man of vision who saw the possibilities of Mohawk River and valley transportation and he, with Elkanah Watson (the first practical waterway projector) took the first material development steps. Schuyler was much in the valley for several years, a considerable part of which he probably spent here with his sister. General Schuyler and Governor Clinton were, for forty years following the Revolution, the creators of the New York State canal policy, which culminated in the original Erie canal (1817-1825) and our present Barge canal.

General Schuyler and his son-in-law, Col. Alexander Hamilton, were instrumental in securing the passage of a resolution by the New York State Legislature, in session at Poughkeepsie in 1782, which first advocated the Constitutional convention of 1788, which gave being to the United States of America.

Major General Cronkite.

General Adelbert Cronkhite, major-general commanding the Eightieth Division, A. E. F., in the World war, was a boyhood resident of Fort Plain. (See his biography in the Biographical Section of this history.)

Fort Plain was the home of George W. Elliott and Jeptha R. Simms, both known through their literary labors.

Jeptha R. Simms, 1807-1883, the Mohawk Valley Historian.

Jeptha R. Simms was born in Canterbury, Conn., December 31, 1807. His father, Captain Joseph Simms, removed to Plainfield, N. Y., in 1824. Beginning 1826, J. R. Simms was a clerk in Canajoharie, for three years, going from there to New York

City. In the fall of 1832 he returned to Canajoharie and went into business with Herman I. Ehle, a former employer. After a clerkship for a time in Schoharie, Mr. Simms set about collecting the scattered materials for his "History of Schoharie County and Border Wars of New York," published in 1845. In 1846 he published a Revolutionary tale entitled the "American Spy" and, in 1850, the "Trappers of New York." In 1882 was issued his "Frontiersmen of New York," in two volumes, dealing with Mohawk Valley history, principally of the Revolution and particularly with that of the neighborhood immediately adjacent to Fort Plain. It is largely owing to his labors that so much of local record has been preserved. Mr. Simms died in Fort Plain in 1883, aged 76 years.

Simms lived in Fultonville for a number of years and while there published his "Border Wars" in 1845; and also erected a very unique residence built of cobblestones, every one of which he gathered in the vicinity and for the outside course he sized them through a hole in a board to have them uniform. This dwelling, still in fine condition stands in Fultonville.

George W. Elliot, Author of Bonny Eloise.

George W. Elliott was a resident of Fort Plain in the sixties and married Mary Bowen, daughter of Solomon Bowen, who for years conducted Montgomery Hall (later the Lipe House), which was remodeled into the present building of the Farmers and Mechanics Bank. Elliott was editor of the (Fort Plain) "Mohawk Valley Register" for a time and wrote much pleasing poetry. His best known production is "Bonny Eloise, the Belle of the Mohawk Vale," which has become the song of the Valley. It is said he composed the words to this popular melody while on a railroad journey from New York to Fort Plain, addressing his song to his sweetheart, Mary Bowen (with a change of name). The work bears copyright date of 1858 and J. R. Thomas was the composer of the plaintively sweet melody to which Mr. Elliott's words are sung. "Bonny Eloise" was a favorite air played by the military bands of both the North and South during the Civil war. The lyric follows:

Bonny Eloise.

Oh, sweet is the vale where the Mohawk gently glides
On its clear winding way to the sea,
And dearer than all storied streams on earth besides
Is the bright rolling river to me.

(Chorus)

But sweeter, dearer, yes dearer far than these,
Who charms where others all fail,
Is blue-eyed, bonny, bonny Eloise,
The belle of the Mohawk vale.

Oh, sweet are the scenes of my boyhood's sunny years,
That bespangle the gay valley o'er.
And dear are the friends seen through memory's fond tears
That have lived in the blest days of yore.

(Chorus)

Oh, sweet are the moments when dreaming I roam
Thro' my loved haunts now mossy and grey,
And dearer than all is my childhood's hallowed home,
That is crumbling now slowly away.

(Chorus)

* * * * *

Fort Plain and its neighborhood is one of the most historically important sections in the Mohawk Valley. The many interesting features comprised in this area merit the attention of the people of our valley and historical students of our local, state and national annals.

The officers of the Fort Plain National Bank are: President, F. S. Haslett; vice-president, George Duffy; vice-president, Joseph L. Moore; cashier, John Kattler; assistant cashier, H. J. Wagner; directors: Adam L. Failing, F. F. Wendell, H. V. Borst, F. S. Haslett, Albert Sitterly, Rufus Wiles, Manly Shults, George Duffy, J. L. Moore.

The officers of the Farmers and Mechanics Bank are: President, Frank W. Bauder; vice-president, Fayette Wagner; cashier, Charles G. Zielley; assistant cashier, Andrew L. Gros; teller, John W. Saltsman; bookkeeper, Joseph Beck; directors: F. W. Bauder, W. C. Hackney, Lester Getman, John Saltsman, Fayette Wagner, John W. Saltsman, A. L. Gros, H. D. Bauder, Fox Sponable.

Fort Plain has two weekly newspapers, Fort Plain Standard, (established 1876) published Thursdays by O'Connor Bros., Inc., composed of the firm members of George O'Connor, Nelson Greene, Fred H. Kelsey and W. D. Ludwig; and the Fort Plain Free Press, established 1885, with which the Mohawk Valley Register (established 1828) was amalgamated in 1921.

CHAPTER 123.

THE VILLAGE OF ST. JOHNSVILLE.

SETTLED ABOUT 1725 BY JACOB ZIMMERMAN AND HIS WIFE, ANNA, HIS MOHAWK PRINCESS—ZIMMERMAN CREEK AT ST. JOHNSVILLE AND TIMMERMAN CREEK, AT UPPER ST. JOHNSVILLE, NAMED FROM FIRST PIONEER—SKETCH OF ZIMMERMAN SETTLEMENT BY L. D. MacWETHY —PROBABLY NAMED FROM ST. JOHN'S REFORMED DUTCH CHURCH, REMOVED HERE IN 1804—HISTORY OF ST. JOHNSVILLE, 1725-1925—INDUSTRIES AND LOCATION.

St. Johnsville is picturesquely situated along the base of a steep hill and on the Mohawk Turnpike, the New York Central railroad and the Mohawk river (Erie section Barge canal). The West Shore R. R. station, on the south river shore, is known as South St. Johnsville, here connected by river barge. A Barge canal terminal dock is located at St. Johnsville. The highest nearby elevation is Kring's Bush Hill, one mile northeast of the village and one-half mile north of the Turnpike, with a sea level elevation of 1,000 feet and 698 feet above the Mohawk River, being the highest river hill point between the Noses and Fall Hill.

Picturesque Zimmerman Creek here enters the Mohawk, its water power being the cause of the original settlement made here by Jacob Timmerman, who located a mill on its banks. It rises 11 miles northeast (airline distance) at the foot of Royal hill (sea el., 1,880 ft.) and a mile west of the Garoga. Timmerman or Kloch Creek, enters the Mohawk at the western suburb of Upper St. Johnsville.

The outcrop of surface rock at St. Johnsville is of Trenton limestone. There are stone quarries here as well as available building sand and clay deposits, suitable for brick making.

At St. Johnsville is one of the great geological "faults" of the Mohawk valley running southeastward along a range of high hills to Garoga Creek at Garoga.

Industrial and Farming Center.

St. Johnsville's principal manufactures are (1924) knit goods and felt shoes, agricultural and textile machinery, silk dyeing and weighting, player pianos and records.

It is a trading and shipping center for a rich farming and dairying section. The village has sewers, electric power and lighting service and municipal water works: Electric power is derived from the East Creek plants. St. Johnsville has the Margaret Reaney Memorial Library.

Soldiers and Sailors Memorial Park.

In 1921 the village dedicated a handsome Soldiers' and Sailors' Memorial park, created as a memorial to the village military heroes of all American wars.

It has a swimming pool, playgrounds, athletic field, baseball grounds and other features of public interest. It lies to the south of the westward bound tourist just before entering the business center of St. Johnsville and reflects great credit upon the village.

The heroic cobblestone approach, so greatly admired by all who drive past, was the gift of the St. Johnsville Chapter, Daughters of the American Revolution.

The village of St. Johnsville and the park authorities invite motorists to visit and rest in this park which adjoins the Turnpike in the eastern part of the town. A free parking space is also available to motorists and a hearty welcome is extended to all tourists along the old Mohawk Turnpike.

The Old Mohawk Turnpike, St. Johnsville's Main Street.

The Mohawk Turnpike forms St. Johnsville's Main Street. In the Turnpike's six mile course through St. Johnsville village and township it is paved with brick and macadam.

Roads northward run to Dolgeville and into the Adirondacks. An upland road from Johnstown here reaches the Turnpike.

Jacob Timmerman was the founder of St. Johnsville, probably settling here about 1725. The name was at first Zimmerman. Also, some members of the family spell the name Timerman while others write it Timmerman. It is also erroneously written Timberman, probably by English clerks who endeavored to Anglicize many of the Palatine and Dutch names—as, for instance, when they wrote the name Wormuth, "Wormwood." These self-sufficient English clerks of Colonial days have added to much of the historical confusion in the Mohawk Valley.

Sketch of Settlement of Jacob Zimmerman About 1725, By L. D. MacWethy.

L. D. MacWethy, editor of the St. Johnsville Enterprise-News, writes as follows of the settlement of St. Johnsville. Due

VIEW OF ST. JOHNSVILLE

Taken from the south shore Mohawk River hill, with the West Shore R. R., old Erie Canal and South Shore highway in the foreground. Krings Bush Hill rises, on the right, to a sea elevation of 100 feet, and 698 feet above the Mohawk. Photo by courtesy of Mr. Lou D. MacWethy, "Enterprise-News," St. Johnsville.

to Mr. MacWethy's initiative, a bicentennial celebration of the settlement of St. Johnsville was arranged for 1925.

History places the date of the settlement of St. Johnsville at 1725—200 years ago. The first settler was a Palatine German named Jacob Zimmerman [or Timerman].

Fea traces a deed which seems to clinch the matter so far as the title and location is concerned for the land traced in the deed is the land on which the village now rests and the deed conveyed the land to the children of Anna Zimmerman who is supposed to be the wife of the first Zimmerman. This deed bears the date of 1733 so that land was being transferred at this early date. We are indebted to Mrs. William Wilsey for the facts covering our early history which follow. In 1710 there came to this country five brothers, Theobald, Lawrence, George, Henry and Jacob Zimmerman or Timmerman. They came from Switzerland. Jacob Zimmerman became a trader with the Indians and married a princess of the Wolf clan residing at what is now Fort Hunter. She was christened Anna Margaret receiving her name from the chaplain of Queen Anne's Chapel at Fort Hunter. Queen Anne's Parsonage stands today. This was built in 1712 and was about the date of the marriage of Jacob Zimmerman to Anna Margaret, daughter of a chief of the Wolf clan of the Lower Mohawk Castle. The date of their marriage is fixed by Simms roughly at between 1713-19. Just how it came about that Jacob Zimmerman located here, at present St. Johnsville, and from whom he purchased the land is not made clear. Possibly it was a grant from the Mohawk Indians or it might have been purchased from the owners of Francis Harrison Patent who acquired all the land from East Creek to Palatine Church by purchase for 700 beaver skins in 1722.

The first enterprise installed here by Jacob Zimmerman was that of a grist mill where corn and wheat were ground for the bread makers, both red and white, who must have found this method preferable to the mortar and pestle. Jacob Zimmerman's descendants are still here and some of them occupy the original land.

The original Mohawk Valley Timerman or Zimmerman, Jacob, Sr., had five sons, Henry, Adam, Frederick and Jacob, Jr., and one other. Jacob and Lieutenant Henry fought at Oriskany as the others probably did also. Henry was there so seriously wounded that his life was despaired of for several months. He recovered and lived to a good old age. Jacob Jr., is considered

as the founder of the present village of St. Johnsville, of which his father was the pioneer settler.

In 1753, Jacob Timerman, the pioneer of present St. Johnsville, and Johan Jost Schnell of Stone Arabia, secured a grant of the Mohawk River section in the present town of Manheim, Herkimer County, extending from East Creek westward to a point opposite the home of "Johan Nickoll Herchheimer (Nicholas Herkimer)", and running a considerable distance inland. It embraced 3,600 acres of land, then largely virgin forest. The Indian deed was signed by "Hendrick Peterson"—King Hendrick. In this patent, East Creek is called Tegahuharoughwhe.

Jacob, son of Jacob, was born in 1758. As before noted his father built a grist mill on Zimmerman Creek, in the present village of St. Johnsville. Jacob, Jr., married Madalina Polly Hagar. Both are buried in Prospect View Cemetery, St. Johnsville. Jacob Timerman, Jr., died in 1835.

Jacob Timerman Sr., and one Veeling held lots 14, 15 and 18 of the Harrison patent of 1722. Lots 14 and 15 comprise the central part of the present village of St. Johnsville, Lot 18 was at upper St. Johnsville, Zimmerman Creek at St. Johnsville and Timmerman Creek at Upper St. Johnsville probably take their names from the same man—Jacob Timerman. Lieut. Henry Timerman died in 1807, aged 69 years. He is buried in the Snell Bush Cemetery where his headstone reads "Henry Zimmerman." The foregoing is taken from the list of property owners in the present town of St. Johnsville after the Revolution, when the lots may have been owned by Jacob Timerman, Jr. Veeling is the spelling of the modern name of Failing.

The Early Village Boomed by the Mohawk Turnpike.

The town of St. Johnsville was part of Palatine until 1808 and its early history, both as to events and commerce, is largely that of the older town. The first industry at the village of St. Johnsville was established by Jacob Zimmerman, who built the first grist mill in the town soon after. George Klock built another in 1801. David Quackenbush erected the third grist mill in 1804. This became later the Thumb iron foundry and the saw and planing mill of Thumb & Flanders. In 1825 James Averill built a stone grist mill and distillery. Christopher Nellis kept a tavern at St. Johnsville in 1783 and a store in 1801. The foregoing are the industries that the writer has knowledge of which were located at St. Johnsville prior to the completion of the Erie Canal in 1825.

Henry Hayes taught a German school at an early day and Lot Ryan, an Irishman, taught the first English school in 1792.

The construction of the Mohawk Turnpike in 1800 boomed the town. This trunk line road formed the main street of the little hamlet from then on to the present day.

As previously stated, St. Johnsville village was long known as "Timmerman's," a name derived from its first settlers, the names Timmerman and Zimmerman being equivalent.

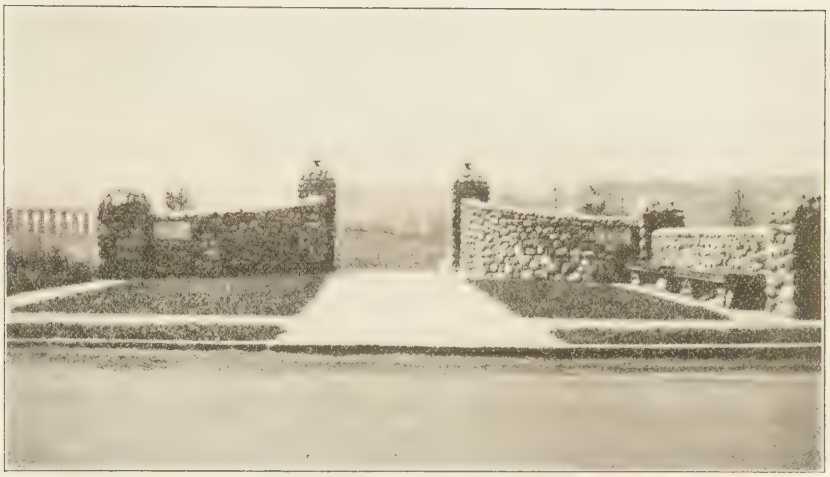
Village Named For St. John's Reformed Dutch Church of 1804.

The name of the village and town was taken from St. John's Reformed Church. This local church was formed prior to 1756 and a church erected in 1770 below the village. In 1804 this was removed to its present location. In 1881 the present St. John's Reformed church of brick was erected.

It has been stated that the name of the town and village was adopted in honor of Alexander St. John, who was a pioneer of what is now Northampton, Fulton County, and who was a well-known engineer and surveyor of his time. On April 4, 1811, the New York legislature passed an act authorizing John McIntyre of Broadalbin, Alexander St. John of Northampton, and Wm. Newton of Mayfield, to lay out a new turnpike road "from the house of Henry Gross in Johnstown to the house of John C. Nellis, in the town of Oppenheim," terminating in the Mohawk turnpike near the present village of St. Johnsville. St. John did the surveying and largely superintended the construction of the turnpike. He was at "Timmerman's" a great part of the time and when a postoffice was established there it is said to have been named in his honor, St. Johnsville. It may be that the historic old Reformed church and the capable and popular surveyor both contributed to the adoption of the name, but the subject will probably continue to be a matter of dispute.

St. Johnsville Township, 1838.

St. Johnsville Township and village formed part of the town of Palatine until 1808, when the town of Oppenheim, then part of Montgomery County, was formed, the new township including the present town of St. Johnsville. In 1838 Fulton County was separated from Montgomery and the present township of St. Johnsville was formed. The first town meeting of the new town was held May 1, 1838, at the house of Cristopher Klock, one mile east of the later village of St. Johnsville. The number of votes



SOLDIERS AND SAILORS MEMORIAL PARK, ST. JOHNSVILLE

This stone gateway, on the Mohawk Turnpike, was the gift of the St. Johnsville Chapter, Daughters of the American Revolution. The park is a memorial to the soldiers and sailors who went out from St. Johnsville to fight in America's wars, from the Revolution to the World War. Motorists are invited to the park which provides free parking space. Photo by courtesy Lou D. MacWethy, "Enterprise-News," St. Johnsville.

THE MOHAWK TURNPIKE THROUGH ST. JOHNSVILLE

The First National Bank and the Lutheran Church on the right. The Mohawk Turnpike forms St. Johnsville's Main Street, and its touring and freight traffic is especially heavy through this busy, flourishing and agreeable old town.

polled was 271. During the Civil war St. Johnsville furnished a large number of federal soldiers, considering its small area.

In 1804 Jacob Timerman induced the congregation of St. John's Reformed Dutch church (organized 1770) to remove to its present site in St. Johnsville, and from this church the village takes its name. In 1811 half the sermons in St. John's church were preached in English and half in German, but English soon thereafter supplanted the German of the pioneers.

St. Johnsville Village, 1857.

The construction of the Erie canal in 1825 and the Utica and Schenectady railroad in 1836, boomed the little village and in 1857 the population had grown to 720. On Aug. 1, 1857, the place was incorporated.

Stores, mills, houses and a school were built and a small village was here, and when the Albany & Schenectady railroad was opened in 1836, St. Johnsville became an important station on the line, with coal trestles and a famous railroad restaurant. A ford and a later ferry furnished river crossing until 1852 when a bridge was built. In 1857 St. Johnsville was incorporated as a village. The manufacture of agricultural machinery was begun here about 1870; player pianos and piano actions in 1889; knit goods in 1892.

St. Johnsville First Mohawk River Town to Use Hydro-Electric Power, 1898.

St. Johnsville is a pioneer in hydro-electric development. It was the first Mohawk River town to receive and install hydro-electric power and light service and it was the second town in the entire Mohawk Valley in this regard. Dolgeville was the first Valley town to put in a hydro-electric power plant, installing it in 1897.

St. Johnsville received its power from the second development on East Canada Creek, that of Beardslee Falls.

Guy R. Beardslee (born May, 1859), a young army engineer, became interested in hydro-electric power. He resigned from the army and devoted his energies to harnessing the water power on his property at East Creek. The first power was turned on March 17, 1898. St. Johnsville village was the first customer. In 1912 he retired in favor of the East Creek Electric Light and Power Company, which was in 1921 taken over by the Adirondack Power and Light Corporation, and the power development carried on to a greater extent by reason of increased capitaliza-

tion, but in all essential detail the development has followed the lines originally planned by Captain Beardslee and his clear vision has been amply justified.

William Irving Walter of St. Johnsville, in 1913, wrote a very comprehensive article on the development of hydro-electric power on East Creek and its early use in St. Johnsville. It will be found on pages 277-280 of the Author's "Old Fort Plain and the Middle Mohawk Valley." Much of the interesting data of that day is now obsolete. The following is condensed from Mr. Walter's article:

In 1895 the firm of Roth & Engelhardt (whose successful etablishment of the piano action industry at St. Johnsville during a period of phenomenal business depression was attracting considerable attention and placing themselves and the village of their location among the influences to be considered in the business world) added a lighting plant to their St. Johnsville piano works. This Mr. Beardslee purchased of Roth & Englehardt in 1898.

The Union Knitting Company (Wesley Allter & Son) was the first establishment in St. Johnsville to discard steam for electricity and with the present system of separate motors doing away with so much shafting and belting and the consequent waste of power.

The Royal (now Royal Gem) knitting mill founded in 1898 by J. H. Reaney and O. W. Fox in the building later occupied by the extensive music roll business of F. Englehardt & Sons, was equipped from the beginning with electrical motive power, but when in December, 1901, the business was removed to the present Royal Gem Mill on New Street, it had so outgrown the electrical development of East Creek Falls that steam power was installed. Since that time the Union Mills management has installed electrical energy.

Social and Religious Details.

Besides St. John's Reformed church the following religious societies have been organized in the village: Grace Christian church, organized in 1874; Union church, erected in 1849 by Lutherans and Methodists and a few other denominations no longer in existence; Methodist Episcopal church, built in 1879; St. Patrick's Roman Catholic church, built 1889; Episcopal.

The following newspapers have been published in St. Johnsville, with the dates of their establishment: Interior New Yorker, 1875; Weekly Portrait, St. Johnsville Times, St. Johns-

ville Herald, St. Johnsville Herald-Times; St. Johnsville Leader, 1886; St. Johnsville News, 1891; St. Johnsville Enterprise, 1897.

The First National bank of St. Johnsville was organized in 1864 with a capital of $50,000. In 1925 it had a surplus fund of $100,000 and total resources of over $2,000,000. It is now housed in a very handsome brick building which it constructed in recent years. Exceptionally good educational facilities are afforded by the St. Johnsville High and Grammar school. A new school building is now (1925) in process of construction.

St. Johnsville has a fine public library, housing the Margaret Reaney Memorial Library, the gift of Mr. John H. Reaney, in memory of his mother. Like Fort Plain and Canajoharie, its sister villages, it has many social, fraternal, religious and patriotic societies. St. Johnsville Lodge, No. 611, F. and A. M., was organized in 1866, now located in its own fine new Masonic Temple.

The St. Johnsville Exchange Club is a local institution which is an active and progressive factor in the life of the town.

The population of St. Johnsville township was in 1850, 1,627; 1880, 2,002; 1910, 3,369.

The population of St. Johnsville village was 720 in 1857, 1,376 in 1870, 1,071 in 1880, 1,263 in 1890, 1,873 in 1900, 2,536 in 1910, and 2,469 in 1920. The 1925 population is estimated at 3,000. There has been much residential building between 1900 and 1925 and the village of St. Johnsville now extends two miles along the Mohawk Turnpike, its western limits reaching Upper St. Johnsville, a picturesque and pleasant section.

Barge Canal-Lock No. 16, Dam No. 12, At Mindenville.

Barge Canal lock No. 16 and dam No. 12 is located at Mindenville about two miles west of St. Johnsville. Here a land cut begins which runs westward to a point west of the Rocky Rift feeder. This four mile land cut is the first artificial channel going westward. The Barge Canal in its eastward course, for a distance of 70 miles to Waterford, follows the bed of the Mohawk River. The Mindenville lock has a rise from 302 ft. water level sea elevation below, to 322 ft. above, the Mindenville lock. This level runs 8 miles west to the Big Lock at Little Falls and its first reach constitutes the first land channel in the Mohawk River section of the Barge canal, westward from its beginning at Waterford, on the Hudson. Here the Mohawk, in its original undammed channel, shows small "rifts" and other characteristic features.

Three miles west of St. Johnsville is the mouth of the East Canada Creek.

Fort Klock, 1750.

About three-quarters of a mile east of the St. Johnsville village limits stands Fort Klock built in 1750 and an important Revolutionary fortification. The battle of Klock's Field was fought close to this ancient and well-preserved stone house. It was so named from the fact that it was fought on a field of the Klock farm, the line of battle extending northward from the Mohawk River to the present Mohawk Turnpike.

The Americans, pursuing the British, Tory and Indian raiders came from present Nelliston along the King's Highway, which then ran on the site of the present New York Central tracks.

Fort Klock lies close to and fronts on the Central and is a familiar landmark to travelers over the railroad. Fort Klock was built by Johannes Klock, the pioneer Palatine German settler.

On the east wall of Fort Klock is the inscription: "Erd. Willem Pick, 1750," meaning "Erected by William Pick, 1750," Pick probably being the master mason.

A palisade was built around Fort Klock in the Revolution and it formed a neighborhood defense and refuge in time of danger. Fort Klock overlooks the scene of the American Revolutionary victory of Klock's Field, Oct. 19, 1780, the battle taking place on the Klock farm, at which time Fort Klock was filled with neighboring families and defended by the farmer militiamen. During the battle one of the defenders took a long range bead on a passing British officer and shot him from his horse, which, strange to say, came galloping up to the palisade, where it was secured. On its back was the officer's camp kettle, which became an heirloom in the Klock family.

The cellar door opens into a stone walled chamber, surrounded by stone bench work, which served as a dungeon for the confinement of Revolutionary prisoners.

In 1924 Fort Klock had been in the possession of the Klock family for over 170 years, which had owned Klock farm for nearly two centuries. It has been the scene of many Klock family summer reunions.

In the late afternoon of Oct. 19, 1780, Gen. Van Rensselaer's army of 1,500 pursuing American militiamen finally caught up with Johnson's war party of 700 footsore raiders, who were arrayed in line of battle, near Fort Klock, from the river up to

about the present Turnpike route. The Americans charged the enemy who, after a sharp skirmish, fled in utter rout, the pursuit probably extending into present St. Johnsville. The Mohawk chief, Joseph Brant, was here wounded in the heel, but escaped

The region about St. Johnsville is rich in historic lore. The village and township is largely composed of the descendants of the early Palatine settlers. They have greatly contributed here to the development of an American community and neighborhood which treasures the cherished traditions of the early days of its heroic pioneers. These same sons of Revolutionary sires have built here a thriving village and cultivated an important agricultural territory. Both village and countryside reflect the sterling qualities of the frontiersmen who here wrested civilization from the wilderness and whose blood helped gain America her liberties.

CHAPTER 124.

THE VILLAGE OF DOLGEVILLE.

AMERICA'S FELT SHOE MANUFACTURING CENTER—A MODERN AND MODEL AMERICAN COMMUNITY, OUTGROWTH OF THE GENIUS OF ALFRED DOLGE, WHO LOCATED HERE IN 1874—SETTLED, 1794—KNOWN AS GREEN'S BRIDGE AND BROCKETT'S BRIDGE—INCORPORATED AS DOLGEVILLE, 1891—FIRST MOHAWK VALLEY HYDRO-ELECTRIC DEVELOPMENT MADE AT HIGH FALLS ON THE WEST CANADA CREEK IN 1897—MODERN BUSINESS DEVELOPMENTS—THE WEST CANADA CREEK OR AUSKERADA—WIDEST PART OF MOHAWK VALLEY WATERSHED.

Dolgeville is located on both sides of the East Canada Creek at High Falls. The eastern and lesser parts of the town and the park are on the east side of the creek in Fulton County, and the larger part of Dolgeville is on the western side of the stream in the County of Herkimer. The village is the chief felt shoe manufacturing center in America.

It is picturesquely situated in a healthful, upland country where the Mohawk Valley dairy-farming district is bordered on the north by the Adirondack Mountains and forests. Dolgeville is a market town for the surrounding fertile dairy farming country and an industrial center of growing importance as well as a gateway to the Adirondack region to the north. The village is one of the main points on the upland highway running from Saratoga Springs through Johnstown to Dolgeville, Middleville and Barneveld on the Black River Road. Dolgeville is connected with Little Falls by the Little Falls and Dolgeville branch of the New York Central Railroad, with terminus at Salisbury Center. There is also a bus connection between the two towns.

When there were thriving settlements of German and Dutch along the Mohawk, prior to the Revolution, the Dolgeville region was an unbroken wilderness. After the Revolution there was a great movement of New Englanders westward and many of them settled in the Mohawk Valley. They generally bought and cleared farms on the uplands, five or ten miles north and south (but generally north) of the river, as the Mohawk flats and slopes were in the possession of the Palatine German and Holland Dutch pioneers. The first settlers of Dolgeville were New Englanders.

1794—First Settlement by Samuel Low.

Samuel Low was the village pioneer coming to the site of present Dolgeville before 1794, in which year he built a saw mill and a grist mill between the site of the Dolgeville iron bridge and the upper boiler house. John Faville settled on Ransom Creek in 1795, where he built a grist mill and saw mill. Here a little settlement sprang up with a blacksmith shop, tannery and school house. Families by the names of Ayres, Spencer, Ransom, Spofford, Lamberson, Brockett and Randall soon followed and settled the adjoining lands which they cleared for farms.

In 1805 a settler named Green built the first bridge over the East Creek and the little village was known for some years as Green's Bridge. In 1815 a road to Little Falls was built. In 1826 a postoffice was established with Zephi Brockett as postmaster and the office was called Brockett's Bridge, which name the village took. In 1830 a store was established at which time Salisbury Center was a much more important place than Brockett's Bridge.

1874—Coming of Alfred Dolge.

From 1830 to 1874 a tannery and several smaller manufacturing establishments operated here, practically all of which had ceased work when Alfred Dolge came to the place in 1874, prospecting for spruce wood for piano sounding boards. Dolge was then located in New York as an importer of piano materials.

Alfred Dolge purchased the tannery property and, in April, 1875, began manufacturing operations which later developed into felt mills, and felt shoe, piano case, piano sounding board, piano hammer factories and lumber yards. Various factory buildings were erected, including the handsome big stone factory (264x64 feet and four stories high). Dolge bought 30,000 acres of Adirondack woodland and introduced electric light into his lumber mills in 1881 (in the village in 1887).

In 1881, by a unanimous vote the village changed its name from Brockett's Bridge to Dolgeville. The population had grown from 325 in 1875 to about 1,500. Many dwelling houses were built and Dolgeville was a "boom town," but built on a solid basis.

In 1887 Mr. Dolge bought the Reuben Faville farm on the east side of the creek, including the picturesque High Falls of the East Canada. Dolge laid out 500 acres of this land as a park and presented this picturesque and beautiful place to the people of Dolgeville. The land here rises to a height of 1,020 feet sea elevation.

HIGH FALLS, EAST CANADA CREEK, DOLGEVILLE

Showing the dam and the hydro-electric development of the Utica Gas and Electric Company. Although only eight miles north of the Mohawk, the landscape is typical of the Adirondacks. Photo by courtesy of George I. Smith, "Republican," Dolgeville.

Dolgeville Incorporated, 1891.

Dolgeville was incorporated in 1891 with Alfred Dolge as president. Mr. Dolge took an advanced position with regard to both his industries and the village. He established a progressive newspaper and aided in creating a splendid system of schools. In 1890 there were over 850 employes working in the Dolge and other village industries. In 1892 the Little Falls and Dolgeville Railroad was built.

First Mohawk Valley Hydro-Electric Plant—1897.

In 1897 the first hydro-electric power plant in the Mohawk Valley began operations in Dolgeville. This is now the High Falls plant of the Utica Gas and Electric Company, which generates 2,000 h. p. See "Chapter 132—Hydro-Electric Development in the Upper Mohawk Valley."

From the start of his industrial operations Mr. Dolge established an "Earning Sharing" system for his employes—a plan combining insurance, endowment, pension funds and a sick fund and mutual aid society. The amount of insurance carried by the Dolge firm for its employes was $200,000 in 1892.

Financial difficulties involved Mr. Dolge in 1898 and, after his withdrawal from business here, he removed to California. Mr. Dolge died in January, 1922, at Milan, Italy, while on a trip around the world. The record of his wonderful local business development and social and industrial activities gives Alfred Dolge a position in history among the big men of the Mohawk Valley.

After a depression the village has come back and is moving ever forward as a modern, progressive industrial community with the highest American ideals. The story of the creation of this modern town from an Adirondack hamlet is one of the industrial romances of the Mohawk Valley.

Dolgeville manufactures felt shoes and slippers for the sons and daughters of Uncle Sam from little tots to the old folks—also leather shoes, piano backs and sounding boards. There are important hydro-electric plants at Dolgeville and Inghams Mills and at Sprite Creek, about 9 m. n., all on the East Canada Creek. There are important lumber interests and industries at and northward of Dolgeville, in the East Creek Valley.

Beautiful Spruce Lake, 6 m. n. w. of Dolgeville and 12 m. airline distance n. Mohawk River, is one of the most southerly Adirondack lakes and a favorite recreation ground of Dolgeville and Little Falls people.

The East Canada Creek and Its Water Power Development.

The development of Dolgeville and its neighborhood is closely associated with the hydro-electric power developments on East Creek. The latter stream has power plants at Sprite Creek, Dolgeville, Inghams Mills and Beardslee Falls. The latter plant was finishing in 1925. It vies in importance with the other great Mohawk Valley hydro-electric power plants at Cohoes and Trenton Falls.

The East Canada Creek was the first Mohawk Valley stream to be electrically developed (1897), antedating, by three years, the first (1901) power plant on the West Canada. In 1925 East Creek hydro-electric plants will produce 46,000 hp. as follows: Beardslee Falls, 30,000 hp.; Inghams Mills, 8,000 hp.; Dolgeville, 2,000 hp.; Sprite Creek, 6,000 hp. Sprite Creek is an automatic plant, operated by switches from Inghams Mills. The Beardslee Falls dam set the East Creek waters back in a lake to Inghams Mills, the dam of which makes a narrow lake extending four miles to Dolgeville. In 1924 work was begun by the Adirondack Power and Light Corporation to market some of its East Creek power to towns in the Susquehanna Valley and to the Pennsylvania coal mines and also to furnish the current, for electrical operation, required by the Mohawk Division of the New York Central between Albany and Oneida.

Nineteen hundred and twenty-five hydro-electric production in the Mohawk Valley amounts to a total of about 165,000 hp., the main sources of which are: West Canada Creek, 34,500 hp., Little Falls, 1,600 hp.; East Canada Creek, 46,000 hp.; Garoga Creek, 15,500 hp.; Visscher Ferry (Barge Canal), 8,000 hp.; Crescent Dam (Barge Canal), 8,000 hp.; Cohoes Falls, 50,000 hp.

The Mohawk Valley electric transmission trunk line runs from Utica to Little Falls, Inghams Mills, Johnstown, Tribes Hill, Amsterdam, Schenectady.

The East Canada Creek, an important Mohawk tributary, is so called in distinction from the West Canada Creek at Herkimer. Both streams rise in what was considered Canada in the Colonial period, and hence their names. East Creek was called Ci-o-ha-na by the Mohawks, meaning "large creek." This is one of the world's ancient watercourses, draining as it does the southern Adirondack slopes. When the Mohawk Valley was formed, at the end of the coal period, Fall Hill at Little Falls formed the divide between the Great Lakes basin and the Atlantic seaboard, and then East Creek formed the headwater stream of the Mo-

hawk. This continued until Fall Hill was cut through by the glacier.

Morehouse Lake, in the Adirondacks, 27 miles airline north of the outlet, forms the source of East Creek. In its valley at Salisbury is an iron mine which was worked for years but which is now abandoned. There have been frequent rumors of finds of gold, silver and lead along East Creek, none of which has materialized.

The chief headwater source of the East Canada or Auskerada is the Canada lakes group in northern Fulton County with their outlet through Sprite Creek into East Creek about two and one-half miles northeast of Dolgeville.

Fall Hill ridge and plateau divide the East and West Canada Creek valleys.

The widest parts of the Mohawk watershed are in the East-West Canada Creek section (74 deg. 40 min. west longitude) from Richmondville, Schoharie County, north to the source of West Canada Lake, 70 miles; and the Cayadutta Creek-Schoharie River section from Gloversville south to the West Kill of the Schoharie River (74 deg. 20 min. west longitude), 60 miles.

Aus-ker-a-da, meaning "the stream of many fishes," is one of several Mohawk Indian names for the East Canada Creek. In the Timerman patent to lands along the Mohawk River westward for three miles from East Creek the latter stream is called the Tegahuhharoughwhe. The name Auskerada is also applied to Canada Lake.

CHAPTER 125.

THE CITY OF LITTLE FALLS.

By W. W. Hughes, Secretary of the Little Falls Chamber of Commerce.

PICTURESQUE, PRODUCTIVE LITTLE FALLS AT THE GATEWAY TO THE WEST—HALF-WAY POINT BETWEEN NEW YORK AND BUFFALO—CIVIC AND INDUSTRIAL PROGRESS—ADDED HISTORICAL AND DESCRIPTIVE DATA BY THE EDITOR.

Nature has done much to make the city of Little Falls one of the most picturesque and attractive communities in New York State. Its picturesque situation is also the cause of its industrial importance. The Mohawk River, flowing in its rocky bed through the Little Falls Gorge, furnishes water power which has helped materially in making the city an unusually fine industrial center, whose products are sent to all parts of the world. The history of Little Falls and its neighborhood is covered in previous chapters. The following article describes the picturesque location, and the characteristic and progressive features of the modern city of Little Falls.

The past decade has seen Little Falls making steady advancement along civic and industrial lines and many of the business plants starting from a small and humble beginning have grown to a position among the largest and most important of their kind in the world. A few communities throughout the country have been fortunate in having public spirited citizens who have greatly helped their city's progress through their personal effort and their generous benefactions. Little Falls is blessed in having had such a great benefactor in the person of the late David H. Burrell. Every phase of community progress for years past bears the impress of the personality and interest of this great man. Mr. Burrell not alone built up a great business of his own but many of the city's most beautiful buildings were made possible through his generosity. A survey of the industrial and civic progress of Little Falls must necessarily be closely related to the life and works of David H. Burrell.

Mr. Burrell, starting in a small way, began business in 1870 and today the company which he founded occupies practically one whole block in Little Falls with branches in several other cities.

A large addition to the local plant was built in 1923. The business of the company is the designing and manufacturing of equipment for the milk industry. The products of the company are sold all over the United States with sales also in England, South Africa, Argentina, Australia and New Zealand.

The beautiful city hall, located on the main thoroughfare of the city and housing all of the city's various departments, stands as one of the monuments to Mr. Burrell's generosity. The total cost of the building was about $200,000 and of this amount Mr. Burrell contributed $60,000. The city's well equipped fire department occupies the lower floor and has the largest space for fire equipment of any city of the size of Little Falls in New York State.

From Main Street, one enters a beautiful corridor on each side of which are the various offices transacting the city's business. On the upper floor is the Common Council chamber, which is luxuriously furnished and offers a dignified setting for the councilmen's meetings. The mayor's office and committee rooms adjoin the chamber. The city furnishes rooms on this floor for the Red Cross and the Chamber of Commerce, both of which organizations have done much for the welfare of the community. The Chamber of Commerce has had much to do in stimulating interest in civic betterment since its formation about 1916. One of its recent accomplishments, which has greatly improved the looks of the city, was its successful efforts in having a modern system of boulevard lights installed on Main Street (the Mohawk Turnpike through the city), over which thousands of tourists pass each year. The Chamber has also been of great help in solving many of the city's biggest problems.

One of the most modern jails in the State is included in the City Hall. Some thirteen years ago (about 1910) Mr. Burrell built a magnificent building at a cost of about $100,000 and turned it over for the work of the Young Men's Christian Association and the Young Women's Christian Association. These two organizations have been doing splendid work in their respective fields and the people of the entire city have been generous in their support of the two societies.

On the busiest corner of the city, Mr. Burrell a few years ago built the Burrell Building, a modern, attractive structure which now houses the Herkimer County Trust Company, a bank which has had a phenomenal growth in the past few years. On the upper floors are modern offices which are occupied by many of the city's professional men. On the diagonally opposite corner is the

CITY OF LITTLE FALLS

View from aeroplane showing Barge Canal Big Lock and Dam, Moss Island, South Shore road, West Shore tracks, New York Central Railroad and business center of city. Baseball Park and Dolgeville road in lower right-hand corner. The height of cliffs adjacent to the Mohawk River is not clearly shown here. The Hurst Rocks are 200 feet above the river and 100 feet above the railroad. In this picture the rocks look as though they were on a level with the New York Central tracks. Photo by Fairchild Aero Corp.

new building of the Little Falls National Bank, which cost about $250,000 with its furnishings. This bank has also had substantial growth. The city also has a thriving Building and Loan Association, so that altogether the financial needs of the city are well supplied and it takes a position in the valley as a very considerable banking and financial center.

In addition to the various public buildings which were built through the generosity of Mr. David H. Burrell, he also had constructed many attractive residences with moderate rentals. This, not alone, has helped to solve the housing problem, but it has added many beautiful homes on sites which were heretofore unattractive. Mr. Burrell, in all of his public benefactions, had the most sympathetic support of his wife who, just previous to her death in 1924, built, at a cost of $56,000, a nurse's home for the local hospital. This was built in memory of her sister, Miss Adeline Loomis, who had always shown a keen interest in the welfare of the Little Falls Hospital. The rooms in the nurses' home were furnished by various societies of the city and some interested friends of the institution. For years every worthy undertaking in Little Falls had the interest and support of Mr. and Mrs. David H. Burrell, and much of the splendid civic and industrial progress of Little Falls for the past twenty years or more, will ever be associated with their names. Many of the thriving business plants found in Little Falls today were aided in their early beginnings through the helpful counsel and financial assistance of Mr. Burrell.

Little Falls is proud of its public library, which is housed in a handsome building centrally located. The building was once the home of Judge Rollin H. Smith, who when he died left his residence to the Little Falls Public Library, which had but shortly before his death been incorporated under the regents of New York State. In addition to giving his home to be used as a library he left about $25,000 as an endowment fund and to make necessary alterations to adapt his fine residence for library purposes. The library now has about thirteen thousand books with a circulation of about 45,000 books annually. The library is under the control of seven trustees which include the mayor and the president of the Board of Education. The library possesses a fine collection of law books which was left to it by Judge Watts Loomis when he died. Judge Loomis also left a fund of five thousand dollars for the purchase of additional law books, thus making the collection even more valuable and useful as the years go by.

Some of the Little Falls industries have had a really wonder-

(Photo by M. J. Bucklin, Little Falls)

VIEW FROM THE ROLLAWAY

A characteristic view of the Mohawk Valley looking west from the rocky cliff at Little Falls known as the Rollaway, so called because the pioneers rolled logs from its summit to the river below where they were rafted downstream.

ful growth in the past few years. This has been especially true of the Little Falls Felt Shoe Company and the Barnet Leather Company. Each year has seen these two concerns adding to their plants until today both produce the largest quantity of goods in their particular lines in the world. To supply the raw products from which the Barnet Leather Company makes its leather it is necessary for the company to import hides from many of the foreign countries. The Barnet Leather Company is known throughout the world for the excellent quality of goods which it produces. Because of the variety of industries found in Little Falls its industrial operatives are assured of practically constant employment.

Aside from the two concerns mentioned above, many of the other local industries have experienced a gradual and steady development. The H. P. Snyder Company bicycle industry is one of the city's most substantial industries, and in 1923 it built a large addition to its plant. This concern employs regularly over three hundred men. The president of the company is Hon. Homer P. Snyder, who has represented the Thirty-third Congressional District in Congress for ten years with a splendid record of achievement. Little Falls has a number of knitting mills which give employment to hundreds of men and women thus helping in the prosperity of the city. Among the largest of these are the Gilbert Knitting Company, Phoenix Knitting Company and the Rex Knitting Company.

Hansen's Laboratory is a business that is quite unique as it manufactures goods which are used in practically all the civilized countries of the world. Dairy and food preparations, Junket, Nesnah, etc., are its principal products. Little Falls has two fine paper plants, the largest of which is the Mohawk Valley Paper Company. The Burrows Paper Company has only been established a few years but, in this time, has made big improvements to its plant and is a growing concern. The building of the Little Falls Dairy Company's fine modern milk plant brings farmers to the city from a wide stretch of rural territory.

In Little Falls everything can be found that could be expected in a modern and up-to-date community. The city is strong in its fraternal organizations, many of which occupy their own well-equipped buildings. The Masons have an especially attractive building which they erected in 1914. Architecturally the building is an unique example among the Temples of the country if not of the world. The local Masons take added interest and satisfaction from the fact that after the building had been planned

and designed and accepted, the architect discovered that the Mediaeval Period in architecture, that was so closely followed in this building, was dominated by the Freemasons of that period who designed these buildings and built them.

The Odd Fellows and the Knights of Columbus also own their buildings and all of these orders are in a very flourishing condition. The order of Elks is also especially strong in Little Falls and have attractively furnished quarters on the upper floor of the Richmond Hotel. Active interest is also manifested in the many other leading fraternal orders. One club which has been especially active since its formation about three years ago and which has helped to stimulate interest in civic affairs is the Exchange Club. The club aims not for a large membership but for boosters. The motto of the club, "Unity for Service," means that the club gives help and service as a unit and to a man they are ever ready to get behind any good movement for the betterment of Little Falls or its citizens. This club, of which every member is a member of the Chamber of Commerce, cooperates enthusiastically with this larger organization, which has been the means of bringing many improvements to the city.

The Richmond Hotel, built by local citizens having pride in their home town, furnishes a modern hotel for all tourists and guests who may have occasion to stop over in Little Falls. Many people make the city their stopover place because of the excellent accommodations offered at the Richmond.

Feeling the need of an up to date theatre a movement was started two years ago and sufficient funds secured to build a modern playhouse. The Gateway Theatre, built in 1923 at a cost of over $200,000, now stands as a monument to the citizens of Little Falls. The building is one of the most attractive in the Mohawk Valley.

Little Falls has the highest water lift lock in the world. Its dimensions are 310 feet long, 45 feet wide and a lift of 40.5 feet. To commemorate the opening of this lock in 1916, a historical pageant was held under the auspices of the Y. M. C. A. and the Y. W. C. A., which proved to be an epochal event for the city. The pageant was held for two days and depicted the history of the Mohawk Valley from the prehistoric times up to the present era. Over six hundred people of all nationalities participated in the pageant and the city made the affair a great gala event, all the factories closing for the two days. Thousands of people came from far and near to witness the great spectacle and the governor of the state was also in attendance on one of the afternoons. In

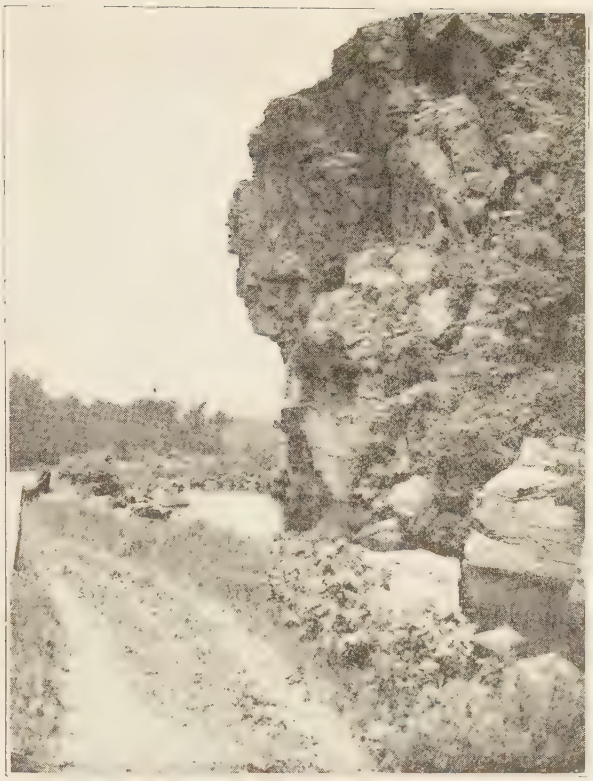
addition to the pageant a big civic and automobile parade was held on the evenings of the pageant days. After nearly ten years the people of the city are still talking of the wonderful event which served to bring the citizens of the entire city so closely together, thus creating a community spirit which has ever since endured.

For the last ten years (1914-1924) the city has been making steady progress in the paving of its streets which has done much in improving its general appearance and in adding to its health conditions. It is expected that the next five years will see all the city's streets improved. Every artery of travel now leading into Little Falls is an improved highway and one can now drive for miles in every direction with comfort. The building of the Paine's Hollow Road, in 1922, opened up a beautiful scenic route from Little Falls to Richfield Springs, and Cooperstown, Otsego Lake and the upper Susquehanna Valley. It is expected that in 1925 a concrete highway will be constructed from Little Falls to Middleville which will make a most desirable outlet from the city to the Adirondacks.

Little Falls is proud of its churches and schools and the religious and educational training of the inhabitants are well taken care of. There is a fine spirit of cooperation among the various denominations which are all in a thriving condition. The leaders are men of enthusiasm and vision which means much for the present and future condition of the churches. St. Joseph's Parish was founded about a year ago and a new church building was erected. This church is now doing an especially fine work among the Italian people. Several years ago St. Mary's Church purchased a number of acres of land between Little Falls and Herkimer and this property has been converted into a beautiful cemetery.

Little Falls is making every effort to keep up with its educational needs and in 1922 a fine new school building was erected, at a cost of $215,000, in a section which is fast developing as a residential part of the city. Additions have also been made to the Jefferson Street School and there is already considerable interest among the people in additional school facilities which will meet the city's future educational needs. On the school board are found some of the city's busiest people, who willingly give their time to this all important work.

In the last few years a very general improvement has been made in the Main Street stores of the city and the merchants have enlarged their stocks and an increased volume of business



PROFILE ROCK AT LITTLE FALLS

This famous landmark has been somewhat disfigured by blasting for the Barge Canal in the Little Falls Gorge. Photo by Abbott, Little Falls; courtesy of Loomis Burrell, Little Falls.

OLD GRAIN ELEVATOR, LITTLE FALLS, N. Y.

Which had a part in the busy traffic of old Erie canal days. Photo by courtesy Loomis Burrell, Little Falls.

has been done, thus adding to the prestige of Little Falls as a trading center.

To better serve the people of the city the Public Library has from time to time increased its facilities and this institution is rendering fine service to its ever increasing number of patrons. Little Falls, like many other communities, has its golf enthusiasts and the beautiful Little Falls Country Club serves the need of those who enjoy this fine sport. One has splendid views of the Mohawk Valley from the club grounds, which is situated at a high elevation about three miles west of Little Falls. The Mohawk River, winding its way between the hills, forms a wonderful picture as one looks down from the club grounds. Mt. Okwari (or Jacksonburg Hill) and the Jacksonburg Barge Canal lock lie directly opposite the Little Falls Country Club.

The purchase of the abandoned canal lands by the city, recently, opens up a wonderful opportunity for development in this section of the city. Already plans are being made to beautify these grounds and to use them for a park, playgrounds and for a new school. These improvements will without doubt add a greater spirit of civic pride to the people living in this south side section.

Little Falls has its own water plant and, because of the farsightedness of the men who had to do with its construction, an adequate supply of water is assured for years to come. The health conditions of the city are well safeguarded and the death rate is among the lowest of any city in the state. The city has developed a number of splendid parks during the past few years which add greatly to the enjoyment and comfort of the people. Band concerts are held in these parks during the summer which are paid for by the city. The Little Falls Band is known throughout the state as a musical organization of real merit.

The Barge Canal passes through Little Falls and helps in the economical handling of freight. The New York Central and West Shore Railroads serve the city with excellent train, express and freight service. The city also has half hour trolley service to Utica and other Mohawk Valley towns to the west as far as Rome.

The civic and industrial progress which Little Falls has made in recent years is a matter in which all its people may justly take the greatest pride.

* * * * *

The following additional data regarding Little Falls is furnished by the editor to supplement Mr. Hughes' chapter:

Little Falls was incorporated as a city in 1895. In 1910 27

BIG LOCK AND CITY OF LITTLE FALLS

View taken from south side Fall Hill. New York State Barge Canal construction involved some great engineering problems, one of the greatest being the cutting and building of the canal through Little Falls Gorge, where it follows a land line rock cut a mile in length. The Big Lock, with 40½ feet lift, was the highest in the world when built and is now the highest in the Western Hemisphere.

per cent of the population was of foreign parentage and nearly 32 per cent of foreign birth, the peoples of southern and eastern Europe predominating. The city is located on the Central and West Shore Railroads, north and south highways and on the Mohawk River and the Barge Canal, the latter passing through the city in a rock cut channel. A barge canal terminal dock is here located. This is the terminus of the Little Falls and Dolgeville Railroad. Interurban trolleys connect (1924) westward with Herkimer, Mohawk, Ilion, Frankfort, Utica and Rome and westward, from Utica, to Buffalo.

The chief industries of the city of Little Falls in 1924 were knit goods, leather, bicycles, dairy machinery, incubators, cotton yarn, batting, book cases, felt shoes, dairy preparations and butter color, upholstery fibre, knit goods machinery. Largest calfskin finishing works in United States, and here are the largest tissue paper, bicycle and hammer works in the world. There is a hydro-electric power development plant on the Mohawk at Little Falls, it being a station of the Utica Gas and Electric Company, where 1,600 h. p. is (1924) generated.

In 1909 the city had fifty-five factories, with 4,408 employes, producing an annual output valued at $8,500,000. In 1912 knit goods and hosiery industries here employed 2,345 operatives.

In 1919 Little Falls had fifty-one factories, with a primary horsepower of 8,730, with 3,688 operatives, producing manufactures of an annual value of $24,851,536 (U. S. Census statistics).

Little Falls is a trading and shipping center for an important dairying and farming section. The city has a sewer system, electric light and power, municipal water works, hospital, public library, Masonic temple and a handsome city hall.

Little Falls is a picturesque, historic city, the most beautifully located of any town on the New York to Buffalo route. It is a fine, modern American commercial and industrial center and a city with a splendid future. Little Falls is picturesquely situated on a series of rocky terraces rising from the north side of the river, the Rollaway cliffs on the south side rising sheer 240 to 340 feet above the upper streets and the adjacent West Shore tracks. The views from city heights are among the finest in the Mohawk Valley. The northeastern limits of the city of Little Falls rise to a sea elevation of 1,060 feet and are 697 feet above the river. This is the highest point in any city or town on the New York to Buffalo route and on the Mohawk turnpike.

Little Falls is the eastern terminus of a trolley line which

forms part of a continuous trolley route from Little Falls to Buffalo over various lines.

Dolgeville (population 1920, 3,448) is some eight miles north of Little Falls, reached from Little Falls over the Little Falls & Dolgeville Railroad, which has its north terminus at Salisbury Center, three miles north, in a lumbering district. Dolgeville is the most important felt producing center in the state. At Salisbury, near there, is an iron mine, now (1925) abandoned, and there are important lumber interests in the vicinity.

The Little Falls & Dolgeville Railroad is a branch of the New York Central Lines. A bus line also connects the towns.

The Mohawk Valley is a famous agricultural and dairying section supplying great quantities of milk to the metropolitan district and, at one time, it furnished an enormous amount of butter and cheese for home and abroad. "Herkimer County cheese" was famous and Little Falls was (1830-1900) the largest cheese market in the United States. In this country "store" or American cheese making for the market originated in Herkimer County, near Little Falls, about 1800.

Utica supplanted Little Falls as the American cheese market about 1900, but now (1924) northern New York has become the state's great cheese factory, and Watertown since 1910 has supplanted Utica. The present great metropolitan demand for raw milk takes most of the valley supply. The Holstein-Friesian (black-and-white) cow is the favorite valley milch cow.

Little Falls has been fittingly called "The Gateway of the West", for through this backbone of the Atlantic slope vast numbers of settlers went westward to develop our great western empire. This traffic went by river, later by canal and railroad, and largely over the Mohawk turnpike, which here forms the Main Street of Little Falls.

This river gorge here forms the gateway to the upper Mohawk Valley, the scene of Palatine German settlement, about 1722, in its eastern end, and of a large and important immigration of New England, British and other peoples, following the close of the Revolution in 1783, into the western section of this upper valley.

The Mohawk Indians called the rocky site of Little Falls As-to-ren-ga, "place of rocks", and Tal-e-que-ga, "little bushes", referring to the scrub cedars which covered the rocks and do today at certain points.

Mohawk River traffic was carried mainly in canoes until about 1740, when batteaux and flatboats began to be used by traders, pioneers and rivermen. The Indians and early traders unloaded

their canoes at one end of the carry and packed canoes and cargo on their backs over the rocks here. About 1740 the boats were portaged here on stone boats and rough sleds and later on wide-wheeled wagons. The portage trail was over the route of the first lock canal, which the visitor can see here.

Little Falls formed the eastern end of the Burnetsfield patent of 1725, and the carrying rights over the portage here thus became the property of the Palatine German patentees, who here engaged in hauling boats around the falls. One of these carriers was Johan Jost Herkimer, father of Gen. Nicholas Herkimer. A Palatine German named Petrie was the first settler at Little Falls. He located at the mouth of Furnace Creek, where he built a house and grist mill about 1725.

From about 1725 until the close of the War of 1812-14, the Little Falls carry was used by Colonial British and later American armies in transporting ordnance and supplies up and down the Mohawk. Supplies and material for the erection and fortification of Fort Oswego, Fort William and Fort Stanwix (at present Rome) and the later Revolutionary posts were all brought up the river and carried over the rocks here by British and American soldiers.

Colonial British-American army expeditions against Canada (1754-1760) and American armies of the Revolution and the War of 1812 all used this old carry after toiling with their laden boats up the Mohawk. The greatest of these armies was that of General Amherst, numbering 10,000 men (6,000 American militiamen and 4,000 British regulars) which, in 1760, passed up the Mohawk on its way to the capture of Montreal and the final conquest of Canada, which was finally won through the Little Falls Gorge, as all other expeditions against Montreal by other routes had failed. The passage of these armies through this then wild rocky gorge afforded scenes of vividly picturesque military activity.

The voyage of these epoch-making expeditions, through the Mohawk Valley and the Little Falls Gorge, is scarcely mentioned in American histories.

Probably many of the troops of Colonial and Revolutionary armies marched over the old Colonial highway from Fink's Basin to Jacksonburgh. Many men were then required to portage an army's boats at this carry.

Besides these older military movements, American troops and supplies in great number and quantities passed by railroads and

LITTLE FALLS CITY HALL

On East Main Street (Old Mohawk Turnpike). This is one of the finest municipal buildings in the Mohawk Valley (costing $200,000) and was made possible through the generosity of Mr. David H. Burrell. It houses the Little Falls Chamber of Commerce. Address its secretary for all information relative to the city.

THE GATEWAY THEATER, LITTLE FALLS

On upper Ann Street just north of Main Street (the Mohawk Turnpike through Little Falls.) Handsome old mansions, Western Park and Overlook (the home of Mrs. D. H. Burrell on the hill summit) are seen to the north. Little Falls is the geographical "Gateway to the West."

canal, through the Little Falls Gorge in the Civil war (1861-65), Spanish war (1898), and World war (1917-1918).

In 1778 British and Tories raided Manheim, a German settlement just northeast of Little Falls, carrying off a dozen prisoners. During the last great Tory-Indian raid of the upper valley in June, 1782, an Indian war party came to Little Falls and attacked and burned Petrie's mill and dwelling. Daniel Petrie was killed and several farmers and soldiers in the mill were captured and taken to Canada.

About eight miles north of Little Falls is the old Palatine German settlement of Manheim, with its Old Yellow Church, where over fifty soldiers of the Revolution are buried.

Little Falls was resettled in 1789, when the mill was rebuilt and the "old yellow house" was erected adjoining it. John Porteous, a Scotchman, was the first merchant in Little Falls, coming here in 1790. Thereafter the place grew rapidly, particularly after 1793, when bridges were built on the turnpike over the East and West Canada Creeks. Among the Little Falls settlers were men by the names of Alexander, Philips, Smith, Lankton, Winsor, Carr, Moralee, Britteon, Parkhurst, Skinner.

In 1790 a toll bridge was here built across the Mohawk, the first on record to be constructed over our famous river.

Following the Revolution in 1783, a great tide of emigration flowed westward through the Little Falls Gorge to the settlement of all the northern belt of the United States westward of this famous gateway. In 1792 the first stages ran to Utica and Whitesboro, at first following the south shore highway. When the Mohawk Turnpike Company was chartered and the old King's highway improved in 1800, this great volume of travel and traffic generally passed over the old Mohawk turnpike on the north shore. Then Little Falls became an important point for highway and river travel, with several famous taverns here.

In 1796 the settlers of this growing village formed the Concord Society and built on Church Street (where the present schoolhouse stands) the old Octagon Church, which here served Protestants of all sects, and which was a famous landmark for travelers. A sort of Gabriel's trumpet in the shape of a long tin horn was used to call the citizens to worship. A marker now locates the old church site.

In 1788 Elkanah Watson, a New England engineer, investigated the navigation possibilities of the Mohawk. Having great faith in the commercial possibilities of this valley waterway to the west, he interested Gen. Philip Schuyler of Albany and others in

the matter, and in 1792 the Inland Lock and Navigation Company was formed. In 1797 canals and locks were completed at Little Falls, Wolf's rift (5 m. w.) and at Rome, there connecting the Mohawk with Wood Creek. These were first American commercial lock canals and this whole Mohawk River improvement became the progenitor of the great State Barge Canal of today.

The first Little Falls canal of 1797 is still in existence, being state property. Most of its course through the city passes under factory buildings. Its upper lock may be seen at the northern end of the upper river dam.

Prior to the Revolution, Alexander Ellice, an alien Scotchman and a friend of Sir William Johnson, secured ownership of the water rights of the Little Falls on the north shore and the property adjacent thereto, comprising most of the present city. Water rights and lands on which to erect buildings could only be obtained under lease. This interfered seriously with early village development, from 1790 until 1831, when the entire Ellice property was sold to a local company for $50,000. The purchasers made $50,000 on resales of the real estate. Several members of this local company donated large blocks of their property to form the East and West parks of the present attractive city park system.

Some other items of Little Falls history and development follow. After 1790 a considerable New England element settled in and around Little Falls, and to the north of the city, these Yankees started cheese making about 1800. In 1811 Little Falls was chartered a village, and in 1817 the Montgomery County line was moved east from Fall Hill to East Creek. By 1821 the Erie Canal was built from Rome to Little Falls, boats leaving the canal here and proceeding eastward on the river. The village boomed in this canal construction period and enthusiastically greeted Governor Clinton's triumphal canal tour on the Erie's opening in 1825. From 1840 to 1875 was a period of Irish immigration. From about 1830 until 1900 Little Falls was the chief American cheese market. In 1831 Harry Burrell made the first shipment (10,000 pounds) of cheese from here to England. Little Falls became an important station on the Utica & Schenectady Railroad on its opening in 1836.

In 1842 the manufacture of woolen goods was started. Little Falls Academy was founded in 1844. In 1845 yarn manufacture started. The manufacture of dairy machinery began originally in 1869, and the manufacture of leather in 1873.

In 1872 knit goods manufacture began. Between 1879 and 1882 the West Shore Railroad bed was blasted along the bottom

of the south side cliff, its construction here involving great difficulties. In 1881 the factory for the manufacture of dairy preparations opened. Bookcase manufacture also began, and in 1900 a bicycle factory opened; felt shoe manufacture started about 1905.

The construction of the Barge Canal here in its rock channel around the Little Falls of the Mohawk and the building of the big lock were engineering feats which were successfully accomplished between 1905 and 1916, when this section of the canal was opened. In 1911 Little Falls celebrated its village centennial and, in 1916, the city held a Mohawk Valley historical pageant, in celebration of the completion of America's greatest lift lock, forming another chapter in the interesting history of transportation through the wonderful Little Falls Gorge.

Little Falls was the home of Judge Nathaniel S. Benton, author of the valuable "History of Herkimer County and the Upper Mohawk Valley", published in 1856.

About a half mile west of Fink's Bridge and well within the Little Falls city limits, is the Barge Canal big lock, with the greatest water lift in the western hemisphere, making a rise of 40½ feet from 322½ feet seat elevation below to 363 feet water level sea elevation above the dam. This dam is one of the greatest engineering works of the many created during Barge Canal construction (1905-1918). Barge Canal construction through the Little Falls Gorge offered most difficult problems, which were successfully met. A rock cut channel, following the old Erie Canal bed, was blasted out of the solid rock for a distance of over a mile along the south shore, while the river follows its original course over the upper and lower falls, but with decreased water supply, except in winter, when the Barge Canal is not in operation. The Little Falls lock is higher than any lock in the Panama Canal.

Between Moss Island and the lower falls the Mohawk is the deepest in its course—150 feet from surface to bottom. This stretch is in reality a giant pothole cut in the rock by the great post-glacial cataract, which probably here exerted its most titanic force.

The Barge Canal cut makes a long narrow island of part of the city on the south shore bank. At its southern end, between the big lock and the river, lies wooded Moss Island, which is one of the geological wonders of the world because on it are located the world's greatest potholes (worn in the rock by water action). Some of these holes are thirty feet across, and these, with other

evidences of ancient water action, attest the power of the mighty cataract which cut through this gorge. Moss Island should be preserved as a state reservation to keep forever its geological wonders and to prevent its use for factory sites. At the northern end of Moss Island the river is 150 feet deep, the point being a pothole formed by the action of the cataract of the Iromohawk which wore down the Little Falls Gorge.

The Mohawk Turnpike, in its course from Schenectady to Little Falls, makes a rise from an elevation above sea level of 240 feet on its roadbed at Scotia, opposite Schenectady, to 360 feet just below Fall Hill, at Fink's Bridge; from there rising to 420 feet sea elevation at the business center of Little Falls. This gives a total rise from Scotia to Little Falls of 180 feet in fifty-eight miles.

The Turnpike, in its two-mile course through the city, forms picturesque Main Street (east and west) in Little Falls. Roads run north to Piseco Lake, in the Adirondacks, northeast to Dolgeville and south to Richfield Springs, Cooperstown and the Susquehanna River.

TURNPIKE (MAIN STREET) LITTLE FALLS MANSIONS

Handsome old-time mansions on the north side of East Main Street (which here forms the Mohawk Turnpike) near the Little Falls City Hall. The period of construction is from 1835 to 1870. From left to right they are the (1924) homes of Mr. E. J. Burrell, Mr. Loomis Burrell, and the Little Falls Knights of Columbus home.

CHAPTER 126.

THE VILLAGE OF HERKIMER.

THE GREAT FLAT, SETTLED BY PALATINES, 1720-1725—KNOWN AS "PALATINE VILLAGE"—BURNETSFIELD PATENT OF 1725—FRENCH AND INDIAN RAID AND MASSACRE OF 1757—FORT DAYTON BUILT HERE, 1776—START OF MARCH OF TRYON COUNTY MILITIA TO ORISKANY BATTLEFIELD, AUGUST 4, 1777—FORT DAYTON AND FORT HERKIMER WESTERN AMERICAN OUTPOSTS IN 1781—WASHINGTON HERE IN 1783—HERKIMER COUNTY FORMED IN 1791, WITH HERKIMER, THE COUNTY SEAT—HERKIMER COUNTY IN THE CIVIL WAR—INDUSTRIAL DEVELOPMENT—FIRST WOOD PULP PAPER MADE HERE IN 1866 BY WARNER MILLER, ELECTED UNITED STATES SENATOR IN 1881—1885, MOHAWK AND MALONE RAILROAD FIRST LINK COMPLETED—1886, FOUNDING OF LARGEST DESK FACTORY IN THE WORLD—ROME TO LITTLE FALLS ELECTRIC LINE—1902, MOHAWK AND ONEONTA RAILROAD—HERKIMER COUNTY HISTORICAL SOCIETY—WEST CANADA CREEK AND KUYAHOORA TRAIL—MIRROR LAKE AND HASENCLEVER HILLS—FORT HERKIMER CHURCH—STATUES GENERAL HERKIMER AND GENERAL SPINNER—"HERKIMER LED, HERKIMER LEADS".

Herkimer lies at a strategic point as far as the roads and streams are concerned. The second largest tributary of the Mohawk—the West Canada Creek, or Kuyahoora—flows along the eastern side of the town into the Mohawk about one mile west of Fort Herkimer Church. The Kuyahoora Trail runs northward to the St. Lawrence and northern New York into the Adirondacks, branching at Hinckley northward to the Black River, Thousand Islands, Fulton Chain, Piseco Lake, Lake Pleasant and points further north. The Mohawk and Malone Railroad branch of the New York Central follows the West Canada north to Remsen.

Southward, the Leatherstocking Trail runs to Richfield Springs, Otsego Lake, Cooperstown, Oneonta and the Susquehanna, while the Mohawk and Oneonta Railroad (electric) follows this popular and important touring route to Richfield Springs, where it diverges, running due south to Index (with branch to Cooperstown and Otsego Lake) and thence to Oneonta. West Canada Creek and these railroads and highways are mentioned later in this chapter on the Village of Herkimer.

Herkimer is the county seat of Herkimer County. It is of city size, having, with East Herkimer, a 1925 population of about 13,000. Herkimer is an important Mohawk Valley industrial community and business, banking and trading center, being situated in the midst of a rich agricultural and dairying section.

MAP OF HERKIMER COUNTY

showing Townships, Railroads and Electric Roads. From the Agricultural Manual of New York State.

Herkimer and its neighborhood is of great historic importance. The whole upper valley region, which was settled by Palatine Germans, was called German Flats, in Colonial days. Here was the Palatine Village which was wiped out by the terrible French and Indian massacre in 1757, during the Great French War.

In Revolutionary times, Fort Dayton was located at Herkimer, while Fort Herkimer was diagonally southeast on the south side of the Mohawk. From Fort Dayton, General Herkimer started his fateful march to Oriskany. These two forts and the hardy American pioneers here located formed a bulwark of defense of this exposed frontier in the bloody and terrible years which befell the Mohawk Valley during the Revolution. The splendid pioneer Revolutionary stock ever since here represented has had much to do with the upbuilding of Herkimer and its section. The town takes its name from General Nicholas Herkimer, the hero of Oriskany. From this fact Herkimer takes its inspiring slogan—"Herkimer Led—Herkimer Leads."

Herkimer lies in the belt of Hudson River shale surface rock, which covers most of the upper Mohawk Valley. There are available quarry outcrops of building stone here.

At the northern village limits, on the west side of the West Canada lies pretty little Mirror Lake, the only lakelet lying near the Mohawk Turnpike with the exception of Sanders Lake at Scotia and the little ponds of the Noses.

Road to Fort Herkimer Church.

Fort Herkimer Church (1767) lies on the south shore about two miles southeast of the center of Herkimer and is generally reached (1924) by automobiles by crossing east bridge. This is one of the most important historical structures in the state and the tourist should visit it and its picturesque locality. It is the only remaining portion of a Colonial and Revolutionary army post standing on the north and south shore Mohawk Turnpikes. Fort Herkimer Church can also be reached over the south shore highway from Mohawk and Little Falls.

Herkimer, Industrial.

Herkimer is the county seat of Herkimer County, incorporated as a village in 1807. In 1910 about 25 per cent of the population was of foreign birth, Poles, Italians and Slovaks predominating.

Interurban trolleys connect with Little Falls, Rome, Utica, Oneonta. A number of residents of Herkimer are employed at

Ilion, three miles distant. The adjacent farming section is devoted to general agriculture, to stock raising and to dairying. Herkimer has a hospital, sewers and municipally owned water and electric lighting systems. In 1912 in Herkimer there were 21 factories, with 1,613 operatives.

Herkimer has the largest desk factory in the United States. In 1912 the only industry employing over 1,000 hands was desk making, with 1,049 operatives.

In 1919 Herkimer had 34 factories, with 1,472 workers; 3,546 horsepower; $4,133,000 capital; annual manufactures valued at $3,933,000 (U. S. Census Report). In 1924 Herkimer's manufactures were desks, knit goods, furniture, air rifles, nut picks, nut crackers, bookcases, paper fibre, gloves, etc. The large amount of flat land here, both for residential building and for industrial plants close to railroads and waterway, gives Herkimer many advantages for manufacturing. Address Chamber of Commerce, Herkimer, N. Y., for information desired along these lines.

A Barge Canal terminal dock is located at Herkimer and a dam is here situated in the river.

Shoemaker Hill, 1,200 Ft.—The Hasenclever Hills, 1,420 Ft.

Shoemaker Hill, opposite Herkimer, and east of Mohawk, rises to a commanding height of 1,200 ft. sea elevation, and 817 ft. above the Mohawk. It is a westward extension of Mt. Okwari, 1,380 ft. sea elevation.

The Hasenclever Hills border Herkimer on the north and west. Hasenclever Hill (about 6 miles n. w. of Herkimer) has an elevation of 1,420 ft. or 1,033 ft. above the Mohawk. This range runs north about 8 miles and then turns west and forms Bell Hill, 1,582 ft.; Smith Hill, 1,207 ft.; Marcy Hill, 1,260 ft., all of which are north and northeast of Utica. Oak Hill (980 ft. sea elevation and 600 ft. above the Mohawk) is the southern summit rising steeply directly from the Mohawk to the west of Herkimer and opposite Ilion and Frankfort. The Hasenclever Hills from the western divide of the lower course of the West Canada Creek.

Herkimer and Herkimer County.

Herkimer is the county seat of Herkimer County, which takes its name from the American brigadier-general, Nicholas Herkimer, who was mortally wounded at the battle of Oriskany [see

Oriskany] August 6, 1777. The county, outside of the manufacturing towns, is principally devoted to dairying. The upper part extends far into the western Adirondack region and includes many of its lakes and summer resorts. The northern part is in the Black River watershed, the central in the Mohawk watershed and the extreme south in the Susquehanna watershed. Nineteen hundred and ten population Herkimer County, 56,356; 1915, 64,109; 1920, 64,962; area, 934,000 acres.

(See Hardin's "History of Herkimer County" and Benton's "History of Herkimer County and the Upper Mohawk Valley.")

The Herkimer-Mohawk-Ilion-Frankfort Civic Community.

Herkimer, Mohawk, Ilion and Frankfort, forming an important manufacturing community running for five miles along the Mohawk, contain many large industries and have a 1920 population of 27,739. It is a rapidly growing group of towns. The history of Mohawk, Ilion and Frankfort is largely that of their sister town of Herkimer, which is the oldest village and is here so written for this entire community, which is a direct outgrowth from the Palatine German settlements along the Upper Mohawk under the Indian purchase of 1722 and the Burnetsfield Patent of 1725.

1907—Herkimer Centennial.

In 1907 Herkimer held the centennial celebration of its village charter, the most prominent feature of which was the unveiling, in Myers Park, of the spirited statue of General Nicholas Herkimer. The sculptor was Burr Miller, a native of Herkimer, and the statue was presented to the village by the sculptor's father, Hon. Warner Miller, a distinguished citizen of Herkimer and a former U. S. Senator from New York.

In Myers Park also stands a statue of Gen. Francis E. Spinner, Treasurer of the United States under Lincoln, whose famous signature adorns the pedestal as it did the Civil war greenbacks. This statue was the gift of the women employes of the Treasury department under Spinner. Gen. Francis E. Spinner was the son of Rev. John P. Spinner (the famous local dominie of the early nineteenth century) and was born in Mohawk in 1802; died 1890. Gen. Spinner was a resident of Mohawk where his old home stands (1924). He was a prominent local political and financial figure and a major-general of New York State Militia. Gen. Spinner was the first one to employ women in U. S. Government positions.

(Photograph by Prince and Nolan, Mohawk, N. Y.)

GENERAL HERKIMER, THE HERO OF ORISKANY

The statue stands in Meyer's Park, Herkimer, and represents the Brigadier-General of the Tryon County Militia seated on his saddle, smoking his pipe and directing his Mohawk Valley farmer-soldiers at the battle of Oriskany, after he had been mortally wounded in the first attack. Mr. Burr Miller was the sculptor of this spirited statue which was presented by ex-United States Senator Warner Miller to Herkimer on the occasion of its centennial as a village in 1907.

Herkimer County Historical Society.

The Herkimer County Historical Society (organized 1896) has here an important historical collection, open free to the public, which the visitor should see. The society is located on the top floor of Herkimer Library, formerly the residence of Judge Robert Earl. It is open free to the public. Here is General Herkimer's sword and the Bible from which he read on his death bed. Here also is the flag of the 34th New York Volunteers (the Herkimer County Civil War Regiment) and one of the first (1874) commercial typewriters produced by the Remington Typewriter Company.

On the lawn in front of the Court House is a marker commemorating the site of Fort Dayton (1776-1783) and also one showing the Civil war records of the 34th New York Volunteers.

Herkimer Reformed Church was erected in 1835 and is surrounded by its ancient burial ground. It celebrated the 200th anniversary of its organization as a church society in 1923, this important occasion also commemorating the 200th anniversary of Palatine settlement in this section.

First American Wood Pulp Paper Made Here, 1866.

One of the valley's first water power developments was made at Herkimer in 1833, when the Herkimer Manufacturing and Hydraulic Company was formed (with a capital of $100,000) to erect a dam and power canal here on West Canada Creek.

The first wood pulp paper made in America was manufactured here in Herkimer in 1866 by Warner Miller, later United States Senator from New York State (1881-1887). Previous to this time newspaper was made of rags or of rye straw and this was the beginning of a tremendous development of the paper industry.

Herkimer is the seat of the largest desk making industry in the world, which began with the making of typewriter cabinets (for the Remington typewriter works in Ilion) in 1886.

Herkimer, Historical, 1722-1922.

The following is a condensed historical sketch of the region known in the Revolution as Burnetsfield or "German Flatts," comprised within the limits of the Burnet patent of 1725. It covers present Herkimer-Fort Herkimer-Mohawk-Ilion-Frankfort section of the Mohawk River.

Palatine German Settlement, 1720-1725.

The Palatine German settlements of Stone Arabia (about 1712) and of German Flats (about 1720-1725) form the two most important German settlements on the Mohawk, that of Stone Arabia being the first along our river and the German Flats settlements being the first white locations in the upper Mohawk Valley. It is probable that the Palatines settled on and opposite the West Canada Creek as early as 1720, as they are known to have come here and made individual purchases of land from the Mohawks as early as 1720.

Palatine Germans settled along the Schoharie River and at Stone Arabia, Montgomery County, in 1712.

The Palatine settlement at German Flats is of great historical importance because for over sixty years (1722-1783) it formed the outpost of the old New York frontier and in that period it suffered terribly from fourteen years of warfare in the French-Indian war (1754-1760) and in the Revolutionary war (1775-1783). In fact, as he said, Gov. Burnet settled these Palatine pioneers here as an outpost to meet the first hostile French blow from Canada, by way of the Black River or Oswego.

Burnetsfield Patent, 1725.

On July 9, 1722, Governor William Burnet purchased of the Mohawks the lands lying westward along the river from Little Falls to Utica, which constituted the Burnetsfield patent of April 30, 1725.

The grants of lands, under this historic patent of Burnetsfield, were made to 94 persons representing 38 families and covered 9,400 acres, as each patentee received 100 acres. Wives and widows received grants as well as males of full age. The family names of the patentees were:

Beerman, Bowman, Dacksteder, Edich, Edigh, Editch, Erghemar, Feller, Felmore, Fols, For, Heger, Helmer, Herter, Hess, Hoss, Keslaer, Kast, Koons, Korsing, Koues, Lant, Mayor, Miller, Orendros, Orendorf, Pears, Pell, Pellinger, Petri, Poenradt, Reele, Rickert, Shoemaker, Smith, Speis, Spoon, Staring, Temouth, Veldelent, Wever, Welleven.

Many valley families will here recognize the spelling or misspelling of their names. Erghemar represented the name of Herkimer, Johan Jost Herkimer, and his father, Jurgh Herkimer, being patentees. Johan Jost Herkimer was the father of General Nicholas Herkimer.

Settlement of Herkimer, 1722-1725—Great Flat, German Flatts, Stone Ridge, Burnetsfield, Palatine Village.

Under the Burnetsfield patent, most of the 100 acre farms had a narrow frontage on the river and ran back to or up the hills, thus giving all a share in the fertile river flats. On the Great Flat of Herkimer, the land was here divided into 30 acre plots and certain settlers were given a 30 acre flat lot here and a 70 acre wood lot elsewhere. This brought a considerable population (for the time and place) within a narrow space and gave the place the name of Palatine Village. Governor Burnet desired to have the settlement called Burnetsfield, in his honor, and it was so called officially. The stone outcrop, on the present village site, gave the place the name of Stone Ridge and it was also referred to as German Flats, a name then applied both to the whole 24 miles of Palatine Mohawk River settlement or to any of its parts. Herkimer is frequently referred to before the Revolution, by any one of these five names. It was generally called German Flats or Fort Dayton during the Revolution.

Those granted lands under the Burnetsfield patent on the site of present Herkimer were Palatine families by the names of Bowman, Dacksteder, Feller, Fols, Helmer, Kast, Koons, Lant, Mayor, Pellinger, Petri, Reele, Rickert, Smith, Staring, Temouth, Veldelent, Weaver.

From the Palatine settlement until the beginning of the French war, the population of German Flats grew rapidly and at the beginning of hostilities in 1754, this was one of the most thickly settled sections along the Mohawk.

The Fort Herkimer Reformed Dutch Church of logs was built about 1723. In present Herkimer a church of logs was first built, followed by a Reformed Dutch frame church of octagon shape and here a grist mill was located on West Canada Creek. The farm crops were great, the cattle thrived, the settlers grew rich, the population increased and the settlements extended yearly in every direction. There were probably a thousand or more people living and working along the river on the German Flatts at the beginning of the French war in 1754. A ford at Herkimer connected the north and south shore settlements and the two Colonial neighborhood centers of Palatine Village (Herkimer), on the north bank, and that of Herkimer's (Fort Herkimer) on the south bank.

Herkimer Massacre, November 12, 1757.

The great French and Indian war (1754-1760) vitally affected the Mohawk Valley part of the old New York frontier. Its

(Photo by M. J. Bucklin, Little Falls)

THE WEST CANADA CREEK

Photograph taken from the West Canada Creek road or Kuyahoora Trail near Middleville. The Adirondack route north from Herkimer.

men were enrolled in the Schenectady battalion of the Albany County Militia and served in the valley forts or were called out on the military expeditions under General (Sir William) Johnson. Fort Herkimer was built and garrisoned with 250 men in 1756. In 1756 the English forts at the Wood Creek portage of the Mohawk (present Rome) were captured and burned by the French.

The settlers had erected five blockhouses to guard the settlement of sixty houses on the north side of the river. On the 11th of November, 1757, an Oneida Indian brought news of the approach of a French-Indian raiding party but was laughed at by the German settlers, who had the same attitude in the face of impending danger as the Schenectady Dutchmen when rumors reached them of approaching Indians prior to the Schenectady massacre.

A party of 300 French marines, Canadians and Indians, commanded by M. DeBelletre, marched down the Black River Trail to destroy the German Flats frontier settlement. They encamped about opposite Utica on November 11, 1757, and the next day the raiders moved on the first blockhouse, which surrendered after brisk firing on both sides. The other four blockhouses surrendered. Many of the people fled to the ford to Fort Herkimer across which 100 escaped. Forty men, women and children were killed or murdered and 150 were carried captive to Canada. The greater part of the German Flats farm buildings were burned in this raid and the farm stock killed or driven off. Following this bloody foray, Burnetsfield was deserted by a great part of its population, which moved down the river.

This region was again ravaged by Canadian French and Indian raiders April 30, 1758, when a large war party attacked the south side, murdered 30 settlers and almost completed the previous year's destruction. Captain (later General) Nicholas Herkimer was in command of Fort Herkimer and sent out a company of the garrison which defeated and drove off the enemy after a sharp battle in which fifteen of the enemy were killed and one of the garrison command was wounded.

In 1758 Fort Stanwix was built at present Rome, Palatine Germans of the German Flats being engaged in its construction.

Following the terrible devastation of the great French war (1754-1760) a period of reconstruction ensued here, which was still in process at the outbreak of the Revolution (1775).

Tryon County, 1772.

The Mohawk Valley formed a part of Albany County until

1772, when Tryon County was erected, embracing all of the state westward of a north and south line crossing the Mohawk at Kinquariones, west of Hoffman's Ferry. Five county districts were formed. Mohawk, Canajoharie and Palatine districts were east of Fall Hill, while to its west, German Flatts district lay on the south side and Kingsland district on the north side of the Mohawk. Kingsland and German Flatts districts acted as one, civilly and militarily during the Revolution, and the section was strongly "Whig" or patriotic.

At a council held at German Flats, on June 28, 1775, between the Oneida and Tuscarora Indians and the local Committee of Safety and an Albany patriot delegation, a large part of the Indians present pledged their neutrality in the approaching war. Kirkland, the Oneida missionary, largely influenced this action as well as later bringing the majority of the Oneidas to fight on the Continental side.

Fort Dayton, 1776.

Realizing the importance of the defense of their valley frontier against attack from Canada, the American Army of the North (with headquarters at Albany) constructed a number of Mohawk Valley forts in 1776, including the construction of Fort Dayton at Herkimer and Fort Herkimer, surrounding the present Fort Herkimer Church. Both works were under the supervision of Col. Elias Dayton, in whose honor the Herkimer fort was named.

The Oriskany Campaign, August 2-23, 1777.

The campaign of 1777, ending in the American conquest of Gen. Burgoyne's British army at Saratoga, is closely related to the Mohawk Valley and Fort Dayton at present Herkimer. Here the American armies mobilized which defeated and drove off (from before Fort Stanwix) the British expedition under Gen. St. Leger in his attempt to join Gen. Burgoyne at Albany. The defeat of St. Leger was the prime cause of the surrender of Burgoyne, which made American independence eventually possible.

In June and July of 1777 news reached the valley forts of St. Leger's approach by way of Oswego and Oneida Lake to the Mohawk at Fort Stanwix (present Rome).

On June 17, 1777, Gen. Herkimer (commanding the valley militia west of Schenectady borough) called out for field service all the Tryon County men of military age (then between 16 and 60), who were not serving in American armies elsewhere.

Fort Stanwix, located at present Rome, was garrisoned by 500 men under Gen. Gansevoort, who were reinforced by 200 from Fort Dayton (convoying river supply boats) on August 2. As they entered Fort Stanwix it was surrounded by the enemy, 1,600 strong. The reinforcements brought news of the adoption by Congress of a national banner on June 14, 1777. Officers of the fort made a banner following the Congressional design and on August 3, 1777, first hoisted and flew the American flag from Fort Stanwix on the site of present Rome. This was the first raising of an American battleflag.

On August 4, 1777, the Tryon County Militia mobilized at Fort Dayton to a strength of about 900 men. A marker in Herkimer shows the site of Fort Dayton and of this mobilization.

The March to Oriskany from Fort Dayton (Herkimer), August 4-6, 1777.

On August 4, 1777, Gen. Herkimer led his regiment from Fort Dayton and began the fateful march to Oriskany. He followed the north shore road and encamped that night west of Staring Creek. One of the markers placed along Herkimer's march by the valley D. A. R. in 1912, here marks the camp site.

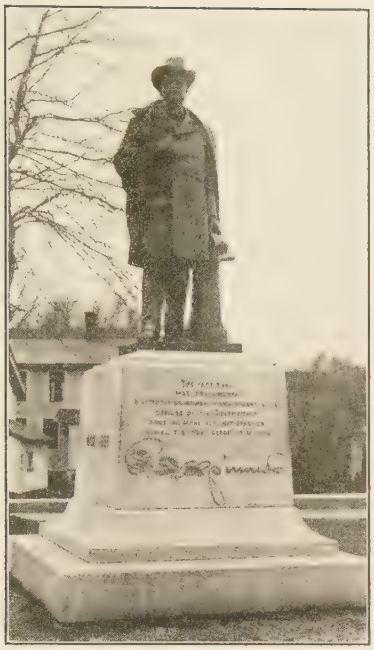
On August 5 the march was resumed and the American soldiers crossed the ford at Old Fort Schuyler (present Utica) and encamped that night between the Sauquoit and Oriskany Creeks (between Whitesboro and Oriskany). This site is located by D. A. R. markers.

As related (under Oriskany Battlefield Monument) General Herkimer was forced to begin battle before his preparations were completed, by the clamor of vain, inexperienced, excited officers and impatient men. The ambush of Oriskany resulted. Herkimer was severely wounded, at the first fire, but directed the battle to a successful issue. After a bloody fight the Americans drove the enemy away, with great loss on both sides. See "Chapter 62—1777. Battle of Oriskany."

On August 16, 1777, General Herkimer died of his wound at his home below Little Falls.

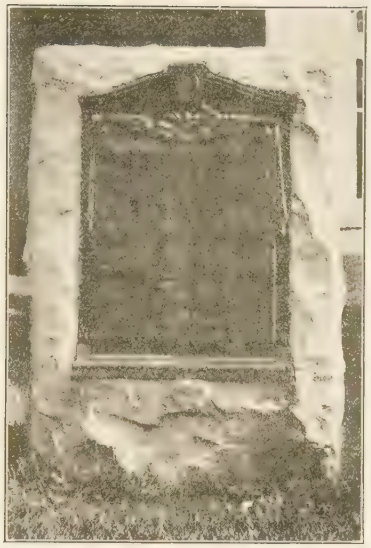
By a heroic feat of scouting, through the woods from Fort Stanwix to Fort Dayton, Col. Willett and Lieut. Stockwell passed through the enemy lines and down the valley.

Gen. Benedict Arnold (the brave soldier and later traitor) volunteered with 800 men for this service and marched up the valley to Fort Herkimer and Fort Dayton. Here he recruited his army to 1,200 men and marched on Fort Stanwix. The enemy,



GENERAL SPINNER

Statue of General Francis E. Spinner, showing his famous signature which appeared on the Civil War greenbacks.



34th N. Y. VOLS. MARKER

The "Herkimer County Regiment" of the Civil War.

MIRROR LAKE, HERKIMER

A picturesque artificial lake formed of the impounded waters of the West Canada Creek. Noted for its beautiful reflections, but this photograph was taken on a windy day. Mirror Lake at Herkimer and Sanders Lake, Scotia, are the only lakelets along the turnpike.

weakened by their Oriskany losses, fled (August 22, 1777) before his approach and the menace to the valley and the aid to the British at Saratoga was eliminated and eventually American independence was assured.

Capture of Walter Butler.

Gen. St. Leger's British army was so cut up by the Oriskany battle that he did not dare proceed down the valley, to join Gen. Burgoyne at Saratoga, and leave Fort Stanwix in his rear. He tried to rouse the valley Tories by sending the fiend Walter Butler with a party of spies and scouts down the river. On the night of August 17 fourteen of this enemy party, including Butler, were captured at the Shoemaker house in present Mohawk. Butler was sentenced to death but reprieved and imprisoned at Albany, from which place he escaped the next year and perpetrated the Cherry Valley massacre with Brant.

Hanyost Schuyler's Scare Story.

Among the spies taken here was a valley Tory named Schuyler, who was sentenced to be hung. His mother plead for his life with Gen. Arnold, then at Fort Dayton. The General agreed to spare the spy's life if his brother, Hanyost Schuyler, an eccentric character, would carry a tale to the Indians besieging Fort Stanwix, telling of a vast American army coming up the valley to relieve the fort. Hanyost agreed and a neutral Oneida was sent with him. An American soldier shot several holes through Hanyost's coattails and he was sent on his mission, which he performed so well that the hostile Indians, after hearing his stories of the approaching great army, fled back to Fort Oswego and the British, Tories and Hessians had to follow in great haste, pursued by the Americans.

Gen. Arnold's regiment marched back down the valley and added to the strength of the army which conquered the British at Saratoga and where Arnold played such a glorious part in the American victory.

Brant's Indian Raid of 1778.

On August 1, 1778, a large party of Tories and Indians under Brant raided the upper valley and burned 125 houses, barns and mills and drove off over 500 horses and cattle and 300 sheep. The famous scout, Adam Helmer, came in touch with the enemy south of the Mohawk rode fifteen miles to German Flats, warning the

settlers, who escaped to Forts Dayton and Herkimer, and so only two pioneers were killed.

Forts Dayton and Herkimer, Frontier Posts, 1781-1783.

In the spring of 1781, a disastrous fire damaged Fort Stanwix (at present Rome) to such an extent that the post was abandoned. The troops marched down to garrison Forts Dayton, Herkimer and Fort Plain. From this time until peace was declared in 1783, Forts Dayton and Herkimer were the most advanced posts on the New York frontier.

On July 2, 1781, a party of 50 American rangers, under Capt. Woodworth, left Fort Dayton to scout along West Canada Creek. They were ambushed by a large party of Indians at present Kast's Bridge (3 m. n.) and after a fierce fight, 35 were killed, including their commander. The site will doubtless later be marked. In 1781, 60 Indians and Tories attacked the blockhouse of a farmer named Christian Schell, five miles north of Fort Dayton. The old farmer, his wife and six sons successfully defended their home and drove off the enemy after killing 11, wounding 15 and capturing McDonald, the Tory commander.

Battle of West Canada Creek, October 30, 1781.

Following the defeat of Ross and Butler's 700 British-Tory-Indian raiding party at Johnstown, October 25, 1781, the American commander, Col. Willett, pursued the enemy, coming up the valley. Securing reinforcements from Forts Dayton and Herkimer, he left Fort Dayton October 27, with 450 men and started up the West Canada Creek, after the enemy who were fleeing to Canada over an upland trail.

Tory Fiend Butler Killed.

October 30, 1781, Willett's pursuing regiment caught up with the rear guard, near Black Creek outlet, near the upper end of the present Hinckley reservoir on the West Canada Creek (22 m. airline n. of Herkimer). A sharp skirmish ensued, in which 25 of the enemy and one American were slain. An Oneida company of scouts were with Willett and one of them here shot and killed the notorious Tory villain and murderer, Capt. Walter Butler, who committed such bloody atrocities at Cherry Valley and elsewhere in the Mohawk Valley during the Revolution.

Col. Willett returned with his command to Fort Dayton November 2, 1781. During his absence news had arrived of the surrender of Cornwallis (October 19, 1781) but the survivors along the Mohawk hailed the news of Butler's death more joy-

fully than they did that of the final British defeat at Yorktown. The heroic farmer-soldiers and their families prepared a feast at Fort Dayton for Willett and his valley warriors, which was probably the most joyful jollification ever held along the Mohawk. During this campaign, from the time Willett left Fort Plain, his men marched over 150 miles in one week, which shows what hardened athletes the Revolutionary soldiers of that day were.

In July, 1782, a force of 600 Tories and Indians raided the south shore of German Flats, burning all the buildings erected since the raid of 1778. The attack on Fort Herkimer was beaten off.

In July, 1783, Washington toured the Mohawk Valley and stopped at Fort Dayton and Fort Herkimer and also at the old Shoemaker house in Mohawk.

Herkimer County Seat, 1791.

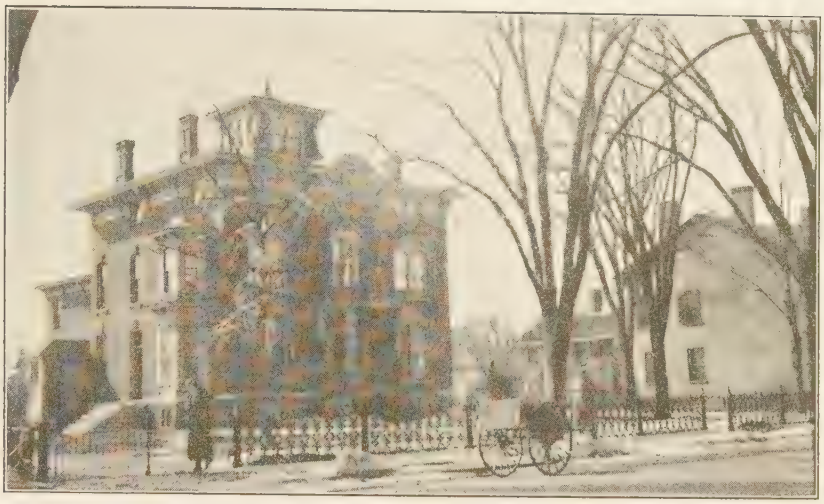
In 1791 Herkimer County was set off from Montgomery County and Herkimer was made the county seat. In 1797 Herkimer Village had a court house, jail and Reformed Dutch Church, 40 dwelling houses and a population of about 250. It was then probably the third town in the valley in size, being next to Schenectady and Johnstown. Herkimer had a slow growth as a county seat and market town until about 1866, when manufacturing began. Its present rapid development began with the beginning of the manufacture of desks here in 1886.

Herkimer, Military, 1861-5, 1917-8.

The principal Civil war organizations largely recruited from Herkimer County were the 34th Infantry, N. Y. Volunteers, five companies of which came from this county; 97th Infantry, N. Y. V., five companies of which were largely Herkimer County men; 121st Infantry, N. Y. V., from Herkimer and Otsego counties; 152nd Infantry, N. Y. V., from Otsego and 360 men from Herkimer; 16th Artillery (over 100 men); 14th Infantry; 26th Infantry; 1st Light Artillery (Batt. A); 2nd Light Artillery (Batt. K); 2nd Rifles; 18th N. Y. Cavalry. The county Civil war camp was at Mohawk. A marker commemorating the 34th Infantry, N. Y. Vols., was erected here in 1921.

The flag of the 34th Vols, is in the Herkimer County Historical Society collections in the Library Building.

In the World war the men drafted for the U. S. army from Herkimer County were here assembled and sent forward to their respective encampments. Many Herkimer men were enlisted in



HERKIMER LIBRARY

Herkimer County Historical Society has rooms and collections on upper floor of this fine old Earl mansion. Here are General Herkimer's Bible and the sword he carried at Battle of Oriskany; one of the first Remington typewriters, made 1874; flag of 34th N. Y. Volunteers, etc. Admission free.

HERKIMER REFORMED CHURCH

Built in 1835 on site occupied by this organization since about 1725. In 1923 this church celebrated the 200th anniversary of its organization and settlement of Palatines in Herkimer and its neighborhood.

Company M, 10th Infantry, N. G. S. N. Y., of Mohawk, and saw service in the World war, 1917-8.

U. S. Senator Warner Miller, 1881-1887.

Hon. Warner Miller of Herkimer, was a leading Republican politician of the last quarter of the Nineteenth Century. He was aligned with the Blaine faction of the Republican party as against the Conkling faction. U. S. Senators Roscoe Conkling and Thomas C. Platt resigned, in 1881, and then became candidates for re-election. A bitter struggle between the two factions followed in the New York Legislature. Warner Miller and Elbridge G. Lapham were elected over Conkling and Platt, after a battle of 48 ballots, between May 31 and July 17, 1881. Senator Miller was defeated for re-election in 1887. The Republican factional fight, between the 'Stalwarts" (Conkling followers) and "Half Breeds" (Miller adherents) is covered in "Chapter 90—1865-1900. The Mohawk Valley, from the Close of the Civil war to the Beginning of the Nineteenth Century."

Dates of interest in the history of Herkimer, following the Revolution, are as follows: Building of the first West Canada Creek bridge in 1793; Mohawk River improvement with canal lock at Wolf's Rift, 1797; bridge over the Mohawk, 1798; Mohawk Turnpike improvement, 1800; cheese making begun in Fairfield, n. e. of Herkimer, in 1800; 1807, Herkimer chartered a village; 1812-14, War of 1812 period, with great turnpike and river activity; 1817, Herkimer County line moved east from Fall Hill to East Creek; 1817-1825, Erie Canal construction; 1824, division of Reformed Church because all sermons were still preached in German; 1833, hydraulic power canal completed; 1836, opening of the Albany & Schenectady Railroad; 1861-5, Civil war; 1866, first wood pulp paper made here; 1872, knit goods manufacture begun; 1883, West Shore Railroad built; 1885, Mohawk & Malone Railroad completed; 1886, desk industry started; 1895, Utica to Little Falls trolley line completed; 1902, Mohawk and Oneonta (electric railroad) built; 1905, Barge Canal work started; 1907, Herkimer village centennial celebration, Gen. Herkimer statue unveiled; 1912, route of Herkimer's march from Gen. Herkimer Home and Fort Dayton to Oriskany marked by valley D. A. R.; 1917-1918, World war period.

Fort Herkimer Church.

Fort Herkimer Church lies on the broad flats between the Mohawk and the slopes of Shoemaker Hill, which rises 817 feet

above the river (sea elevation, 1,200 feet). The outlet of the West Canada Creek is one-half mile west and Wolf's Rift, of early Mohawk River navigation, was about one mile east.

Fort Herkimer Reformed Church is one of the most historically important buildings along the Mohawk, and it bore a great part in American Revolutionary history and the making of the nation. It is the sole remaining structure of a Revolutionary fort now standing along the Mohawk Turnpikes, for it formed the central defense of Fort Herkimer, 1776-1783. Other Mohawk Valley remaining forts are the Johnstown jail and the Schoharie Reformed Church, but these are not on the Mohawk Turnpikes.

Fort Herkimer Church is also one of two valley structures now standing which served as Colonial Mohawk Valley forts, the other being Fort Johnson (1749), at the western limits of Amsterdam. (See Fort Johnson).

Fort Herkimer Church is annually visited by many tourists. When the south shore highway is improved this number will greatly increase. It is hoped that later the false ceiling will be removed, thus showing the gallery and resuming its aspect of the end of the period of the alterations in 1812.

In 1923 the Fort Herkimer and the Herkimer churches celebrated the 200th anniversary of the establishment of their respective church societies as well as the 200th anniversary of the settlement of German Flats by Palatine German pioneers.

The Fort Herkimer Church is the only Mohawk River church still retaining its old-time construction, with the high pulpit and sounding board of Colonial days. Its ancient grey stone exterior and its quaint interior naturally seem to bring to mind the spirits of the great forefathers of the Republic who here foregathered in the tragic days of America's national creation.

CHAPTER 127.

THE VILLAGE OF MOHAWK.

GATEWAY TO THE SUSQUEHANNA VALLEY—SHOEMAKER HOUSE—HELMER'S FAMOUS RIDE—ANDRUSTOWN MASSACRE—GRANDMA FILKINS, ONE HUNDRED AND NINE YEARS OLD—MOHAWK, 1725-1920.

Mohawk is practically the half way point between Weehawken, New Jersey (opposite 42d street, New York) and Buffalo, over the West Shore Railroad. It is 217 miles to Weehawken, New Jersey, and 216 to Buffalo from Mohawk over the West Shore Railroad. The West Shore from Schenectady to Syracuse is part of the Mohawk Division of the New York Central. The two roads through the Mohawk Valley form the only six-track railroad in the world.

Mohawk is situated on a triangle of flatland running back into the lower valley of Fulmer Creek, here flowing along the west side of the village to its outlet into the Mohawk River. Mohawk is located on the Mohawk River south shore, the West Shore Railroad division of the Central Lines and on the south shore highway. Here the present (1924) Mohawk Turnpike route crosses the river from the north bank at Herkimer (1½ m.) to the south bank at Mohawk and runs westward to Utica 14 m., and Rome 29 m. Mohawk is the eastern village of the Mohawk-Ilion-Frankfort community, lying for five miles along the Mohawk Turnpike which forms the main street of this community, on the south shore. The village centers of Mohawk and Frankfort are four miles apart. The 1920 combined population of this south shore civic district was 17,286, with the industrial center at Ilion. It probably has a population of 20,000 in 1925.

Mohawk was incorporated as a village in 1844. The New York Central railroad is at Herkimer, a mile distant. Interurban trolleys connect with Little Falls, Herkimer, Utica, Richfield Springs, Cooperstown and Oneonta. The principal manufacture is knit underwear. Many of the residents of Mohawk are employed in the factories of Ilion, two miles distant. The village is surrounded by a rich agricultural country devoted chiefly to dairying. Mohawk has sewers and municipal electric lighting and water systems.

GENERAL SPINNER HOME, MOHAWK

SHOEMAKKER HOUSE, MOHAWK

On South Shore Turnpike (West Main Street), Mohawk. Washington dined in front yard, 1783. Photo by Prince & Nolan, Mohawk; by courtesy of Col. Frank West, Mohawk.

Gateway to the Susquehanna Valley, Richfield Springs, Cooperstown and Oneonta—Leatherstocking Trail.

Fulmer Creek, which here enters the Mohawk, is followed southeasterly by an automobile highway running, by way of Jordanville, to Richfield Springs, Canadarago Lake, Otsego Lake, Cooperstown and Oneonta, all located on the headwaters of the great Susquehanna Valley. This follows an important old Iroquois trail over which Brant came, in 1778, with his Tories and Indians, to lay waste German Flats, as well as other Revolutionary raiding parties. This road is known today as the "Leatherstocking Trail."

The Mohawk and Oneonta Railroad (electric) follows this same route southward to Richfield Springs and thence direct to Oneonta with a branch (from Index) to Cooperstown and Otsego Lake. Mohawk is thus an upper Mohawk Valley gateway to the Susquehanna. This road was opened October 1, 1902.

Fulmer Creek rises about 7 miles airline distance southeast of Mohawk at a point about a mile northeast of Jordanville. The surface rock at Mohawk is of Hudson River shale.

The slopes of Shoemaker Hill come to the eastern edge of the village. Two miles southeast this mountain has a sea elevation of 1,160 feet.

Shoemaker House.

The Shoemaker House was built before the Revolution at Mohawk. It was a Revolutionary Tory secret meeting place and here Walter Butler was captured after the battle of Oriskany, 1777. He later escaped from the Albany jail.

The Shoemaker House, also known as the Spencer House, stands in western Mohawk. Like a number of other Tory valley houses it was spared by the enemy during Revolutionary raids. It is the last pre-Revolutionary house on your westward New York to Buffalo journey and the first you meet going eastward.

General Washington stopped here, on his valley tour of 1783, and ate dinner under a tree in the yard of the Shoemaker place. At the time this was one of the few houses left standing in the upper valley after the Revolutionary raids.

Helmer's Famous Ride, August 31, 1778.

The American valley forts, during the Revolution, constantly had scouting parties out over the main trails to observe the enemy. John Adam Helmer (the famous Revolutionary scout) was one of a party of four rangers riding near Little Lakes when

Brant's scouts came on them, on August 31, 1778. Three of the Americans were killed but Helmer escaped and rode over the 15-mile trail back to the Mohawk, pursued by Indians, one of whom he shot. He reached Fort Herkimer at sunset and scouts were immediately sent out to warn the settlers, who hurried to Forts Herkimer and Dayton for refuge.

Brant's savages camped near the Shoemaker place in Mohawk and on August 1 he started to plunder, burn and destroy. Owing to Helmer's heroic ride, all the settlers were saved except two, who were killed. Sixty-three houses, fifty-seven barns, three grist mills and two saw mills, on both sides of the river, were burned and over 500 horses and cattle and 269 sheep were driven away.

Grandma Filkins, 109 Years Old.

Mrs. Delina Filkins of Jordanville, south of Mohawk (on the Leatherstocking Trail), celebrated her 109th birthday (at the home of her 69-year-old son) and entered her 110th year, on May 4, 1924 (a year before this book's publication), at which time she was strong and well and the oldest person in New York State. She was born Delina Ecker in a house built by her grandfather, John Ecker, a Mohawk Valley pioneer, in the town of Stark 200 years prior to 1924. Delina Ecker Filkins entered her 110th year without ever having ridden in a railroad train or trolley car. She celebrated her 100th birthday in 1915 by her first automobile ride. Mrs. Filkins was born in the days of the stagecoach and Mohawk River freight and passenger boats. She was ten years old before the Erie Canal was finished and twenty-one when the DeWitt Clinton train made the first trip over the Utica and Schenectady Railroad, August 1, 1836.

Andrustown Massacre, 1778.

German pioneers made a little settlement known as Andrustown (8 m. s. of Mohawk), near Hendersonville, but moved to Fort Herkimer at the beginning of Revolutionary hostilities. In July, 1778, some of them returned to harvest their crops when a party of Indians from Brant's force (then in camp at Little Lakes) fell upon them and massacred three of the pioneers and burned the settlement. A marker south of Hendersonville, on the road to Canadarago Lake, the "Leatherstocking Trail," marks this Indian massacre, one of dozens of similar bloody occurrences in the valley during the Revolution.

Company I, 10th Infantry, N. G. S. N. Y. of Mohawk—Champion 1923 National Guard Marksmen.

The armory (built 1891), of Company I, (3rd Battalion), 10th Infantry, N. G. S. N. Y., is located in Mohawk, a short distance west of the river bridge on the north side of East Main Street. In 1923 Company I won the DuPont trophy for the National Guard Company showing the greatest efficiency in marksmanship. It then had 78 qualified marksmen in a company of 94 men and had won other important marksmanship prizes. The company takes its membership largely from the Herkimer-Mohawk-Ilion-Frankfort community. The rifle range is north of Herkimer.

The 3rd Battalion, 10th Regiment, N. G. S. N. Y., stood first in efficiency among the National Guard battalions of the state in 1923. Company I has a splendid World war record. This and its history is covered in another chapter.

Company I was originally organized as the Remington Rifle Corps, with 70 men, in 1878, later becoming 31st Separate Company, Infantry, N. G. S. N. Y., all of its officers then being Civil war veterans. In the Spanish-American war (1898) it became Company G, 2nd Regiment, New York Volunteers. It was Company M, 1st Regiment, N. Y. N. G., at the outbreak of the World war. Mustered into Federal service (162 strong) July 15, 1917, and camped in Weller Park, Mohawk. At Camp Wadsworth, Spartanburg, South Carolina, two officers and 103 men were transferred to Company M, 107th Regiment, 27th Division, U. S. A. Of these one officer and 28 men were killed in action in France. Company M's battle record overseas: East Poperinghe line, Belgium, July 9 to August 20, 1918; Dickebusch sector, Belgium, August 21 to 30, 1918; Battle of Hindenburg Line, Bony, France, September 29-30, 1918; Battle of La Selle River, St. Souplet, France, October 17, 1918; Battle of Jonc-de-mer Ridge, Arbre-Guernon, France, October 18, 1918; St. Maurice River, Catillon, France, October 19-20, 1918. Mohawk armory sent 237 men to the World war from Company M and the New York Guard company which succeeded it, during the war.

Mohawk, Historical, 1725-1920.

The village of Mohawk lies within the limits of the Burnetsfield patent of 1725, in which lands on the present village site were granted to Palatine Germans named Michael Editch (Edick), Coenradt Felmore (Filmer), Margaret, wife of Jo-

hannes Pellinger (Bellinger). Filmer Creek (which here enters the Mohawk) takes its name from the Felmore or Filmer family, the latter being the present spelling.

Pioneers early built a bridge over Filmer Creek (as they then did over many small streams crossed by the north and south shore highways) and also a grist mill on the stream. Both bridge and mill were burned in de Belletre's great French-Indian raid and massacre of the German Flats, November 12, 1757. All the farm houses and buildings hereabouts were burned during that raid and the one of April 30, 1758. They were rebuilt only to be again destroyed during the Revolutionary raids of 1778 and 1782.

It was a blackened and desolated region that its old settlers and new ones from New England entered following the War for Independence. Early houses built on the site of Mohawk were: Shoemaker house, built prior to 1775 and still standing; Judge Gates tavern, 1778; Peter Warner house, built 1790.

In 1800 Rufus Randall was the owner of lands now comprising the village center. He sold two farms to F. P. Bellinger, who had it surveyed and sold as village lots.

The old Indian trail, southward up Filmer Creek and over the Susquehanna divide to Canadarago Lake, here reached the south side Mohawk River trail. As the country to the south became settled and its farmers used this trail road as an outlet to the Mohawk River and its highways, the present Mohawk Village section began to grow into a neighborhood and trading center, thereby causing the decline of Fort Herkimer, two miles eastward.

In 1800 a plow factory and the Earl and Helmer taverns were here opened. Grist and saw mills, a tannery and blacksmith shop shortly followed. In 1809 the first store was opened.

David Diefendorf opened a "Dutch tavern" in 1817, in which year a forest of hickory trees covered most of the present village site.

Mohawk is one of the valley's "canal towns," owing its early development into a village to the completion of the Erie Canal in 1825. In 1826 John Bennett bought the Helmer tavern and opened a storehouse on the new canal.

The place then became known as Bennett's Corners, which was changed to Mohawk in 1838. The first church, the Reformed, was built in 1843.

Mohawk was incorporated as a village April 16, 1844, at which time it was the chief neighborhood center of the south side German Flats section.

The Herkimer County Civil War camp (1861-65) was located just east of Mohawk.

The Mohawk and Ilion street railway was opened in 1870 and the line extended to Herkimer in 1871. In 1898 knit goods manufacture was here begun.

In 1902 the Mohawk and Oneonta Railroad (electric) was opened southward from Herkimer and Mohawk to Jordanville, Richfield Springs, Canadarago Lake, Cooperstown and Oneonta.

GRANDMA FILKINS

In her 110th year. Photo taken at Jordanville July 31, 1924, in year before publication of this book, by the author.

CHAPTER 128.

THE VILLAGE OF ILION.

ILION GULPH—ILION, 1725-1920—ELIPHALET REMINGTON AND THE REMINGTON RIFLE, 1816—THE ILION REMINGTON WORKS—REMINGTON RIFLE IN CIVIL WAR—FIRST COMMERCIAL TYPEWRITER—BIRTH OF CARD INDEX—WORLD WAR—ILION'S RIFLE CENTENNIAL.

Ilion was incorporated as a village in 1852. Ilion is twelve miles from Utica on the Mohawk River and the West Shore and the New York Central railroads. Trolley systems connect with Little Falls, Herkimer, Oneonta, Rome and Utica.

In 1919, Ilion had fourteen factories, with 6,004 workers; 9,191 primary horsepower; $17,759,000 capital; annual value of manufactures, $13,702,000 (1920 U. S. Census report). In 1924, Ilion manufactured typewriters, rifles, ammunition, cash registers, steel office fixtures and filing equipment, show cases, store fixtures, etc.

In 1912 the Ilion industries employing over 1,000, were typewriters, 2,851; firearms, 1,127. Ilion is unique among New York towns for it had 4,570 factory employes (in 1912) compared with a population (officially estimated in 1912) of 7,023. This is explained by the fact that many of Ilion's workers come from Herkimer, Mohawk and Frankfort. There were thirteen factories in Ilion in 1912.

There are possibilities of water power within ten miles of the village. The adjacent farming country is devoted to general agriculture and to dairying; considerable quantities of strawberries are shipped from Ilion. The village has a hospital, municipal water and electric lighting systems and sewers. It is a rapidly growing, progressive community and the center of the Mohawk-Ilion-Frankfort village community with a combined population of 17,286 in 1920.

A Barge Canal terminal dock is located at Ilion, which is about the middle point on the waterway from the Hudson to Oswego (by way of the Mohawk River)—a famous historical and important present day commercial water route, traversed by the New York State Barge Canal.

Ilion lies on the Mohawk flats and in the valley outlet of

Steele's Creek and on the hills rising therefrom. The situation of the town is picturesque with Oak Hill opposite the village, on the north shore, rising sharply to a height of 600 feet above the Mohawk and 980 feet above the sea. The surface rock here is Hudson River (Utica) shale. There are commercially valuable clay deposits at Ilion.

The Herkimer-Mohawk-Ilion-Frankfort community is one of the most interesting civic districts, historically and commercially, on the New York-Buffalo railroad and highway. This community is largely the outgrowth of the talent and enterprise of Eliphalet Remington, one of the most remarkable of American inventive geniuses of the nineteenth century.

Ilion takes on great importance as the place where the typewriter, the Remington rifle and the magazine rifle were perfected.

Ilion Gulph—Automobile Route to the Unadilla River and Binghamton.

One of the most picturesque scenic features of the Mohawk Valley is the beautiful deep ravine extending southwestwardly along Steele's Creek and its western branch nearly to Cedarville, an airline distance of over five miles. This small canyon is known as the Ilion Gulph and its creek as the Gulph stream. Its rocky walls rise in steep cliffs, at one point, four miles south of Ilion, reaching a height of 700 feet above the brook and a sea level elevation of 1,580 feet for this summit. This beautiful route forms a natural gateway to the headwaters of the Unadilla River, a main headwater stream of the Susquehanna, which rises eight miles southwest of Ilion near Dayville. The Ilion Gulph is resorted to by geologists for the collection of fossils and the geological study of this deepest of Mohawk Valley ravines.

The Ilion Gulph is commercially important as the site of the second Remington rifle factory (1816, the first being on the farm at Crane's Corners). The old stone forge is marked by a tablet alongside the Gulf road.

Road to Great Western Turnpike.

An automobile highway runs up the Gulph to Cedarville and thence to West Winfield, on the Unadilla River and the Great Western turnpike, there connecting with Richfield Springs, Otsego Lake, Cooperstown, Cherry Valley and Sharon Springs and roads running south, from West Winfield, down the Unadilla and the susquehanna to Binghamton.

MASONIC TEMPLE

And Civil War monument on picturesque Otsego Street, Ilion.

ILION GULPH

View, taken about three miles south of Ilion, of one of the most picturesque features of the Mohawk Valley.

Jerusalem Hill, 1,720 Feet.

Five miles airline distance southwest of Ilion a summit of the Mohawk-Unadilla divide rises to a height of 1,720 feet above the sea or 1,337 above the Mohawk. It is one and a half miles west of the edge of the steepest Gulph cliff and lies between the Gulph stream and Moyer Creek. This Gulph summit rises 200 feet above the surrounding plateau, with Crane's Corners on its eastern slope and a small pond lying at the foot of its western side. This is the highest elevation of any point within five miles of the Mohawk River along its course from Schenectady to Rome, and is known as Jerusalem Hill.

This Mohawk upland and summit is historically interesting, as it was at Crane's Corners, at its eastern base, that Eliphalet Remington, Senior, settled in 1800, and here, on his father's farm, Eliphalet Remington, Junior, made the first Remington rifle in 1816, and not at the Ilion Gulph forge, which was erected later in the year, to make a factory where young Remington could manufacture rifle barrels, then in great demand. Nothing but a pile of stones marks Remington's forge of 1816, at Crane's Corners.

Ilion, Historical—1725-1920.

The history of the Mohawk-Ilion-Frankfort community until after the Revolutionary war is comprised under that of Herkimer and Fort Herkimer, given on previous pages. Herkimer and Fort Herkimer were the business, farming, social and religious centers of the Colonial and Revolutionary German Flats, during which periods this south shore tri-village community comprised the river farmlands of the German pioneers, with the forests crowning the hills.

Following the Revolution a number of New England people settled in the Ilion neighborhood, among whom were the Remingtons.

Eliphalet Remington and the Remington Rifle, 1816.

Eliphalet Remington, Senior, bought fifty acres in the present town of Litchfield, March 22, 1779, for $275. His son, Eliphalet, Junior, was born in Connecticut in 1793. In 1800 the senior Remington removed his family to his new farm at present Crane's Corners, about five miles southwest of Ilion. He was both a farmer and a mechanic and built a forge and blacksmith shop in addition to his other farm buildings. In 1807 and 1808 he purchased more land, some of it comprising part of the Ilion Gulph, where he built the creek forge in 1816.

In those days game was plentiful in the Mohawk forests and Eliphalet Remington, Junior, wanted to go hunting. Money was then very scarce and there was none to spare for a rifle, so, like a true Yankee, in the year 1816, young Remington set to work and made one. He first made the gun barrel and walked fifteen miles over the hills to Utica to have it rifled. The Utica gunsmith highly complimented the young farmer's work. Eliphalet also made a spring, lock and stock. The Utica gunsmith fitted the lock to the barrel and young Remington placed the parts in position and thus completed the first Remington rifle.

Ilion Gulph—Remington Forge, 1816-31.

Neighboring farmers flocked to see young Remington's gun and ordered gun barrels or guns for themselves from the young mechanic. To supply these demands the senior Remington, in 1816, built a stone forge in the Gulph about three miles northeast of the farm and about three miles southwest of Ilion. The Remingtons ran their factory by water power and cut their first grindstone from a red sandstone ledge in the gorge. These grindstones were used for smoothing down the welded edges in gun barrels, as the barrels were not drilled from solid steel until 1850.

The Remington Gulph forge and factory made anything in its line that could be sold in the neighborhood—rifles, shotguns, crowbars, pickaxes, farm tools, etc. Guns sold better than other products and orders came from great distances and shipments were made on the new Erie Canal. For a while, as packages were small, they were taken to the canal bridge, a board lifted from the floor and a package dropped onto a boat as it passed under. There was no bill of lading. Remington took down the name of the boat and notified his customer by mail, so the latter would know which craft was bringing his guns.

Gillespie & Son had a store in Ilion in 1816, at which time the western section of present Ilion was called London. When the Erie canal was constructed, in 1825, the present town was called Morgan's Landing, from the nearby Selden Morgan farmhouse. On the canal list it was called Steele's Creek from the Adam Steele farm located thereon.

The Ilion Remington Works, 1831.

In order to take advantage of the Erie Canal shipping facilities, Eliphalet Remington, Senior, bought 100 acres of farmland, in present Ilion, from James A. Clapsaddle, on January 1, 1828.

At that time the village consisted of the following houses: Clapsaddle farmhouse, Daniel Dygert house, in which was the

Cary grocery, Dennis Dygert house and storehouse, Selden Morgan farmhouse, Adam Steele house, Esquire Helmer house, Lawrence Helmer house. These seven buildings housed eight families with about fifty persons in 1828, and that hamlet was the nucleus of present Ilion.

In 1828 Eliphalet Remington, Senior, suffered an accident which caused his death. His son built a factory here and in 1831 removed the Gulph works to this place.

Remington ran his Ilion shop by water power from Steele's Creek and installed considerable gun-making machinery, including a big tilt hammer, several trip hammers, boring and rifling machines, grindstones, etc. He secured iron from ore beds in Oneida County and also by scouring the country for scrap iron. The chief fuel was charcoal, burnt by farmers in the hill country around Ilion. In 1832 twenty men were employed in the Ilion Remington works.

The fame of Remington spread and soon his Ilion shop was a mecca for inventors seeking his aid in developing their inventions in his factory. An enormous number of ideas and inventions were here worked out—many of which became successful.

Ilion's Name—Ilion Village, 1852.

The Remington industry gave the name Remington Corners to the place until 1843. A postoffice was here established and a controversy arose over the name of the postoffice, as Mr. Remington objected to the use of his name. At a popular vote the name Fountain (for the creek) won over Vulcan (for the gun works). The district Congressman substituted the name Remington, but Eliphalet Remington objected again, and David D. Devoe, the postmaster (an admirer of Homer), suggested Ilion, which was adopted, the seventh name borne by the locality in thirty years.

Ilium is the Greek name of ancient Troy, the city of Asia Minor, captured and destroyed by the Greeks, whose exploits form the theme of Homer's Iliad.

Eliphalet Remington secured his first big gun contract during the Mexican war (1846-8), when he bought an army contract for several thousand carbines from the Ames Company of Springfield, Massachusetts, removing the latter works to Ilion in 1845. The Remington pistol was here perfected in 1852 and later adopted by the U. S. army.

The first solid steel gun barrel was made here in 1850 in the manufacture of Harpers Ferry muskets. Previous to this all gun barrels had been welded. The drilling of small-bore barrels

from solid steel, the drilling of double-barrel shotguns from one piece of steel, the drilling of fluid steel and nickel steel barrels were all done for the first time at the Remington shops.

Ilion was chartered as a village in 1852. In 1855 it had a population of 812. The 1855 population of Frankfort was 1,150, Mohawk 1,335, and Herkimer 1,311, the four towns then having a combined population of 4,628, with Ilion as the smallest village.

Remington Rifle in the Civil War.

In 1856 the firm of E. Remington & Sons was formed. "When Fort Sumter was fired on, Uncle Sam turned to the Remington plant, among others, for help out of his dilemma of unpreparedness." Remington's first Civil war contract was for 5,000 Harper's Ferry rifles, which took two years to complete.

As a result of the strain of those early war days, Eliphalet Remington died August 12, 1861, aged sixty-seven years.

The demands of the United States government on the Remington Ilion works was so great that the plant was largely increased, day and night shifts worked constantly, steam power was installed and a separate plant was opened at Utica to manufacture army revolvers. The Remington breech-loading rifle was perfected in 1863 and 10,000 were ordered by the U. S. army.

At the end of the Civil war in 1865 a million-dollar corporation succeeded the Remington firm, and the plant valuation was then $1,500,000. Both of these financial figures were enormous for those days. A period of financial depression followed the Civil war, as it did the World war. The Civil war depression affected Ilion strongly, as work was greatly reduced at the Remington plant.

The Remington breech-loading rifle showed its superiority, in the Civil war, over the muzzle loader. After 1866 this arm was perfected at Ilion, and before 1870, 200,000 of these guns were made for the U. S. navy and foreign countries. The Remington works also changed the Civil war muzzle-loading Springfields into breech loaders for the U. S. army after that conflict. During seven months, in 1870-1, during the Franco-Prussian war, the Ilion works made 155,000 rifles for the French government, an arms making feat unapproached up to that time.

The local activity of the Civil war period increased Ilion's population to 2,876 in 1870. In 1870 the Mohawk and Ilion street railroad was built, it being extended to Herkimer in 1871, and to Frankfort in 1872. The manufacture of lumber and house finishings here began in 1871.

The First Commercial Typewriter—The Remington, 1873.

In 1873 the Remington works of Ilion made the first practicable commercial typewriter from the model invented by Christopher Latham Sholes of Milwaukee, Wis. Since 1714 many "typewriters" have been made, but the Remington Model 1 was the first commercially successful typewriter, and thus, in 1873, one of the greatest inventions of the age was perfected at Ilion, in the Mohawk Valley.

In 1866, Sholes and Samuel W. Soule, ex-printers, worked on a model for a page numbering machine in Milwaukee. Carlos Glidden, an inventor associated with them, suggested that they develop a typing machine. Sholes produced a crude machine in 1867, patented June 23, 1868, and later an improved one (embodying many typewriter principles), patented July 14, 1868, which Sholes called a "typewriter". Soule dropped out and James Densmore, another printer, bought an interest. Sholes and Densmore worked out the universal keyboard, practically as at present. Sholes' typewriter was used for court reporting in 1868 and for directly typing telegraph messages in 1869.

Thirty models were made from 1868 to 1873, when Densmore brought the latest model to Ilion, where he signed a manufacturing contract with Philo Remington, March 1, 1873. Sholes sold Densmore his interest for $12,000. W. K. Jenne perfected the Sholes model and produced the first successful commercial typewriter in September, 1873. It was put on the market in 1874 and sold in London in 1876. First sales were very slow and the Remington typewriter was a failure as a feature of the Philadelphia Centennial of 1876, where Bell's telephone made a big hit. Twelve hundred typewriters were sold in 1881. Mark Twain, in 1874, was the first author-typist and his "Life on the Mississippi" was the first typed literary manuscript.

Wyckoff, Seamans & Benedict, then sales agents, bought the typewriter business from the Remingtons in 1886, using the former agricultural works as their factory. In 1903 the corporate name became the Remington Typewriter Company.

At Ilion on September 8, 1923, the Remington typewriter celebrated its fiftieth anniversary, under the auspices of the Herkimer County Historical Society. A boulder marker was unveiled commemorating the event. Mrs. Charles L. Fortier of Milwaukee, daughter of Sholes, and the first woman typist, and Charles E. Weller of Laporte, Indiana, the first man typist, were present. The celebration caused world-wide interest in the Rem-

SHOLES-REMINGTON TYPEWRITER BI-CENTENNIAL MEMORIAL

Unveiled at Ilion in 1923, to commemorate the bi-centennial of the construction of the first practical commercial typewriter and its inventor, Christopher Latham Sholes. Left to right the group is: Mr. H. H. Benedict of New York, a Remington director of 1873, who urged Philo Remington to manufacture Sholes' invention; Charles E. Weller of La Porte, Ind., the original man typist; Mrs. Charles L. Fortier of Milwaukee, daughter of Sholes, and the original woman typist; Mrs. C. G. Sholes of Chicago, daughter-in-law of Sholes. Photo by Thompson, Ilion.

REMINGTON HOME, ABOUT THREE MILES SOUTH OF TURNPIKE

"Old Forge," between house and small building, where Eliphalet Remington made his rifles in 1816. Only a bronze marker now locates this historic spot. Photo by courtesy of S. T. Russell, Ilion.

ington typewriter, Sholes, its inventor, Ilion and the Mohawk Valley.

Herkimer County holds a great place in the industrial advancement of women. General Spinner, a resident of Mohawk, was the first man to give government employment to women, while the Remington typewriter, manufactured at Ilion, only a mile or so from the Spinner home, gave world-wide employment to women.

First Magazine Rifle, 1874.

James P. Lee designed the first military rifle with the bolt type of cartridge chamber, the parent of the military rifle of today. The model was made at Ilion and tools and machinery made here for its manufacture in quantities. It afterwards became the basis for the British army rifle, the Lee-Metford and the Lee-Enfield, which were made here in Ilion in vast quantities for England during the World war, as well as for use in the American Expeditionary Force in France (1917-8).

The Remington double-barrelled breech-loading shotgun was here developed, as well as a hammerless breech-loading pistol and a magazine pistol and a magazine pump rifle. Vernier and wind gauge sights, attached to any rifle, were here manufactured.

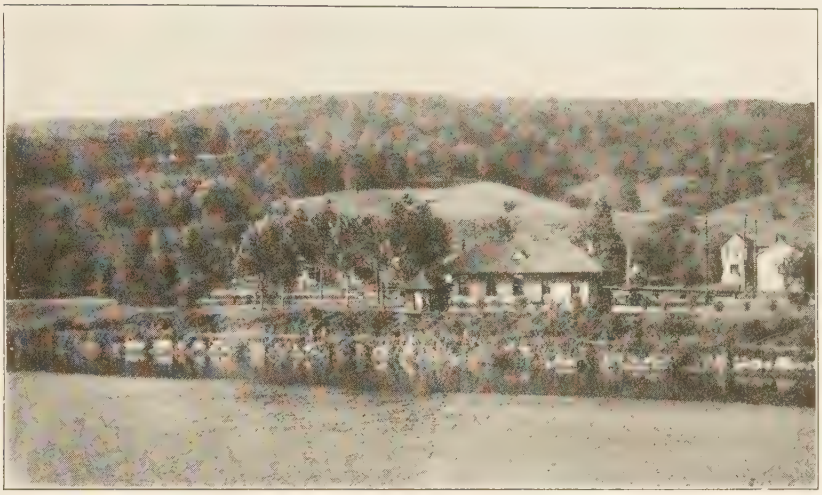
The Remingtons' activities covered too wide a field, with adequate financial returns along but a few lines. The period from 1878 to 1882 was one of financial embarrassment for the firm.

In 1886 the typewriter works were sold to Wycoff, Seamans & Benedict. In 1886 the Remingtons went into the hands of a receiver and, in 1888, the arms works were purchased by Hartley & Graham, dealers in guns, ammunition and sporting goods. Marcellus Hartley, in 1867, founded the Union Metallic Cartridge Company of Bridgeport, Connecticut, and the Ilion and Bridgeport industries were consolidated under the name of Remington Arms Union Metallic Cartridge Company. It was at Bridgeport that the center fire cartridge was first made. Mr. Philo Remington died in 1889. Mr. Marcellus Hartley died in 1902.

The south shore village community was boomed by the building of the West Shore R. R. on the south shore of the Mohawk (1879-1883). Knit goods manufacture was begun in 1886.

Birth of the Card Index.

In 1876 Melvil Dewey, librarian of Columbia University of New York City, organized a company which originated the card index, card ledger, vertical filing system and many other im-



OAK HILL, NORTH ILION

A southern foothill of the Hasenclever Hills and Adirondacks, 963 feet above the sea and 580 feet above the Mohawk. Seen from railroad and turnpike.

REMINGTON BRIDGES, ILION

View looking east, showing the bridges over the South Shore Turnpike through Ilion.

portant modern office devices. This company, now known as the Library Bureau, removed to Ilion in 1901, and manufactures steel and wood office furniture and filing equipment.

World War (1914-1918) Arms Center.

A vast quantity of rifles for the Allied armies was manufactured at the Remington works during the World war (1914-1918). A thousand Lee-Enfield guns for the British armies were made here daily, and the same rifle was also manufactured for the U. S. Army during its years in the World war (1917-18).

In defense of its liberties, the United States of America would have been badly off had it not been for the genius and enterprise of Eliphalet Remington, whose influence on American and world history, through the Remington rifle, has been tremendous.

Ilion's Remington Rifle Centennial.

In August, 1916, the people of Ilion held a three-day celebration of the centennial of the making of the first Remington rifle. One of the central figures of this anniversary was Eliphalet Remington (3d), then ninety years old and the son of the Eliphalet Remington (2nd), who forged the first Remington rifle. The celebration attracted thousands of visitors. Among those present and speaking were Gen. Hugh A. Scott, chief of staff of the U. S. Army, U. S. Senator (later President) Warren G. Harding, and Governor Charles S. Whitman. To commemorate the occasion, the village of Ilion gave bronze statue trophies, representing Remington at his forge, to the National and State Guard organizations of every state in the Union, to be competed for as perpetual prizes for proficiency in marksmanship.

In 1921 the manufacture of cash registers was begun at the Remington works.

Eliphalet Remington (3d) died in Herkimer in 1924, aged 98 years.

The inventions of the Remingtons and those of others perfected in the Remington works form a remarkable list.

These inventions and machines include the following: The first model of a Yale lock with a flat key, burglar proof bank vaults, the first match-making machine, gas engines, horsepower fire engines, surgical instruments, iron and steel bridges, sewing machines, agricultural machinery, early velocipedes, tandem velocipedes, bicycles, job printing presses, typesetting machines, deep well pumps, rock drills, radial forge hammers, cotton machine spindles, button-hole, cigar-making, tobacco bag making, leather sewing, broom-making, shoe-making, pill-making, button-

sewing and pleating machines. The first steam street cars and the first steam canal boat engines and propulsion machinery were products of the Remington mechanical "laboratories". Here was made the model of a mercury scale which could register an ounce or weigh a ton.

The Naylor battery magazine gun of a rapid-fire type was here perfected as well as many other gun inventions. Rifle cartridge and cartridge making machinery were here perfected. The first test of high power firearms ammunition was made at Ilion by an inventor named Merriam in 1880.

Many agricultural implements in general use were here devised. Hoes, rakes and forks were here first made by the rolling system, now in general use.

The Remingtons were among the first experimenters in electric lighting and power. Dynamos, arc and incandescent lamps were here made and installed, on the Parker system, in five Mohawk Valley towns (Rome, Utica, Dolgeville, Schenectady, Cohoes) and other places. Thus Schenectady, the present center of the world's electrical industry, was first lighted by Remington apparatus. Experiments were here made for braking trains by electricity.

The first transmission of electricity for power in printing and perhaps in any line, was accomplished when a dynamo in the Remington plant was connected with another dynamo in the office of the "Ilion Citizen", following an accident that deprived that paper of power, and the first newspaper was there and then printed by electrical power.

Probably no other plant in America, and perhaps in the world, has produced such a varied line of perfected and useful machines and devices as the Remington Ilion works, and Ilion will doubtless make other important contributions to the industrial life of mankind in the years to come.

CHAPTER 129.

FRANKFORT.

BARGE CANAL LAND CUT—HISTORICAL, 1723-1925—FRANKFORT MATCH INDUSTRY—FRANKFORT'S INDUSTRIES AND INDUSTRIAL OPPORTUNITIES—FRANKFORT GULPH—DUTCH HILL, 680 FEET ABOVE THE MOHAWK.

Frankfort was incorporated as a village in 1863. Frankfort is situated nine and one-half miles east of Utica, on the Mohawk River, the Barge Canal and the West Shore and the New York Central Railroads. Interurban trolleys connect with Ilion, Little Falls and Utica. The principal industries are the manufacture of hoes and forks, chucks, castings and road building machinery. A considerable number of local workmen are employed in the factories of Ilion. The village is a shipping point for hay, straw and dairy products. Frankfort has a sewer system, electric lighting service and municipal water works. In 1912 Frankfort had eight factories, with 473 operatives. The New York Central station here is North Frankfort and is connected with Frankfort by bridge.

Barge Canal Land Cut.

There is a Barge Canal retaining dam at Frankfort, to the west of which the canal generally follows a land line westward to Rome, twenty-five miles. A Barge Canal terminal dock is at Frankfort. The Mohawk River, west of Frankfort follows its original serpentine course through the Upper Mohawk Valley flats. The land cut pursues a straight course on the northern side of the river.

Frankfort lies on the broad river flats, here over a mile wide, which penetrate the lower valley of Moyer Creek, which enters the Mohawk River on the west side of the town. Frankfort is the western village of the four-town community of Herkimer-Mohawk-Ilion-Frankfort (1920 population, 27,739), and of the south side tri-village community of Mohawk-Ilion-Frankfort (1920 population, 17,286).

Frankfort's situation gives it unusual availability as a site for manufacturing, on account of the large amount of open flatland here close to the Valley main transportation routes.

SOUTH SHORE MOHAWK TURNPIKE THROUGH FRANKFORT

FOLTS HOMESTEAD, 1796

Home of Mr. and Mrs. F. D. Callan, East Frankfort, on the South Shore Mohawk Turnpike. Built by Major Warner Folts, in 1796, on the original farm settled in 1723, by Melchor Folts, one of the original Burnetsfield patentees. The property has been in the continuous possession of the Folts family for ever 200 years. It is a favorite meeting place for the D. A. R. and other patriotic gatherings. Photo by courtesy of Estella Folts Callan.

Moyer Creek and Frankfort Gulph.

Moyer Creek here enters the river. It rises seven miles airline distance west from its outlet, at the foot of Frankfort Hill (1,379 feet). Three miles southwest, the Gulph Hill rises to 1,500 feet. Two miles east Dutch Hill rises to 1,060 feet elevation. Moyer Creek follows a deep ravine, south of Frankfort, known as the Gulph. The Gulph begins about two miles southwest of Frankfort and extends three miles to Gulph. It is a picturesque ravine similar to Ilion Gulph, only not so deep, and a road follows the creek through its entire distance. At their highest point, its bordering cliffs rise to a height of 400 feet above the creek. Moyer Creek's headwaters rise within a half mile of the source of the Unadilla (Cedar Lake Creek) at Dayville, seven miles airline distance southwest of Frankfort. This is the most northerly headwater source of the Susquehanna and the closest to the Mohawk.

Frankfort shale and sandstone are here exposed in Frankfort Gulph.

On the north river shore Oak Hill rises above North Frankfort to a sea elevation of 963 feet, and 580 feet above the Mohawk.

Frankfort, Historical, 1723-1922.

Frankfort Township contains a considerable portion of Cosby's Manor patent, 1¼ of a tier of great lots in Bayard's patent, 1½ lots in Frank's patent, 4½ lots in Staley's patent, part of Colden's patent and four lots (covering part of Frankfort Village) in the Burnetsfield patent of 1725.

The Folts homestead, at East Frankfort, was built by Major Warner Folts in 1796 on Lot No. 3 of the Burnetsfield patent, which was granted in 1723 to Melchor Folts, the founder of the Folts family in America. He came to this state in 1710 and was the first to settle in the town of Frankfort. Melchor Folts was one of the volunteers in the Montreal expedition (1711) and the names of his two sons are inscribed on the monument at Oriskany and the family has been fully identified with every struggle for liberty and independence. The house has suffered some changes, although the hand-hewn beams still support its floors and the large corner posts are exposed to view in every room. The original corner cupboard is in the parlor and the quaint fan-light over the door is firmly held by the old hand-made casing. The house has been continuously occupied by the family. Two generations have celebrated their golden wedding neath its roof and, at present, three generations are occupying it.

The town had a number of German settlers prior to the Revolution. In the early pioneer days mills were built on small creeks on Frankfort's eastern limits, which were burned by the savage French-Indian raiders of 1757 in the great French war (see Herkimer).

One of the early settlers was Laurence Frank, from whose fortified house, "Frank's Fort", the village and township take their names.

In 1764 a settlement of Germans was started by Peter Hasenclever (at present East Schuyler), a mile west of the North Frankfort Central station. About thirty log houses and a blockhouse were here erected and the place called New Peterboro. It was the most western hamlet on the Mohawk at the beginning of the Revolution, during the early years of which it was abandoned until its close. The township opposite Frankfort is called Schuyler, in honor of the Revolutionary American Major-General Schuyler, who held large properties in it. The hamlet of Schuyler lies about a mile west of East Schuyler.

The Frankfort section, like all the German Flats settlements, was ravaged and utterly destroyed during the Revolution, following which there was a considerable influx of New England settlers here as throughout all of Herkimer County and the Upper Mohawk Valley.

The village developed along the old military road to Old Fort Schuyler and Fort Stanwix, now the (south shore) Mohawk turnpike, which forms the main street of Frankfort as it does of the entire Frankfort-Ilion-Mohawk village (1925) community. Along this south shore turnpike it is (1925) but six and one-half miles from the western limits of the village of Frankfort to the eastern boundaries of the city of Utica.

In 1794 John Hollister built a sawmill on Moyer Creek. John Myers opened a tavern (1½ miles west) in 1795. Frankfort Township of Herkimer County was created in 1796. In 1807 Joseph Ingham of Schuyler and Joseph Collins here started the woolen mill, which used its original primitive machinery until 1865. In 1807 there were seven houses in present Frankfort. In 1809 a grist mill was built. In 1810 Jacob Wever here opened a tavern, and in 1811 a tannery was built. In 1814 Matthew and Michael Myers opened the first store. Shortly thereafter an ashery, a furnace and a cowbell factory began operations here. The building of the Erie Canal (1817-1825) and the construction of the Utica & Schenectady Railroad (now the New York Central) in 1836 boomed the little village.

Frankfort Match Industry, 1844.

The modern American match is said to have been developed at Frankfort. In 1844 William A. Gates here built a twelve-foot square frame factory in which he began the manufacture of matches (the first practical match having been made in England in 1827). Mr. Gates made his first matches by cutting, by hand with a plane, a strip of wood about three feet long. These strips were then cut in pieces twice the length of the matches to be made and dipped both ends into melted sulphur. After drying in frames they were cut in the middle, put into hand-made boxes and were peddled about the country, at a price ten times as high as at present. The Gates factory also made the block matches which were split in blocks but not wholly separated and were sulphur dipped, a block at a time.

Mr. Gates was a pioneer in the invention and construction of modern match making machinery. His invention of a match and matchbox making machine was perfected and constructed at the Remington Ilion works, and is said to have been the first of its kind. The industry was later absorbed by consolidation and the factory here was discontinued.

In 1854 a canal dry dock was built at McGowansville or East Frankfort, midway between Frankfort and Ilion. In 1855 the village had a population of 1,150, when Ilion had 812, and the Herkimer-Mohawk-Ilion-Frankfort village community a population of 4,688.

May 4, 1863, Frankfort was incorporated as a village. In 1872 the south side street railroad was completed from Herkimer to Frankfort.

The building of the West Shore Railroad boomed the town, during its construction period from 1879 to 1883. The road here located its railroad shops and foundry in 1883, following the presentation of land by Frankfort citizens, to the value of $75,000. This industry was later (about 1895) removed to Depew. The electric road from Utica to Little Falls was completed in 1902.

Frankfort has (1924) a considerable Italian colony.

The ten-mile run over the turnpike westward from Frankfort to Utica is through an attractive farming and dairying country.

Dutch Hill, 680 Feet Above Mohawk.

Rising from the western limits of Frankfort is Dutch Hill, a small true mountain, rising steeply from the turnpike to a sea level elevation of 1,060 feet, 680 feet above the Mohawk. This is the most westerly of the high hills close to the river on the south shore. Frankfort Hill lies directly south of it.

CHAPTER 130.

THE CITY OF UTICA.

"CROSSROADS OF NEW YORK"—HISTORICAL, POLITICAL, INDUSTRIAL, COMMERCIAL, EDUCATIONAL, MILITARY AND SOCIOLOGICAL STUDY OF UTICA, FROM 1758 TO 1925—THE CITY OF PARKS AND TREES—A STRATEGIC COMMERCIAL AND TRANSPORTATION CENTER, WITH VARIED INDUSTRIES—TEXTILE CENTER OF AMERICA—A MOHAWK VALLEY METROPOLIS AND ONE OF AMERICA'S GREAT EASTERN CITIES, STEADILY INCREASING IN POPULATION AND IMPORTANCE.

Utica is near the geographical center of the state, the actual point being about twenty miles west, at Eaton Hill, 1,340 feet sea elevation.

New York State's land boundary limits have a peculiar conformation, roughly resembling a three-pointed star. Utica occupies a place very centrally located from all these three points, the northern (178 miles to the Canadian border and 233 to Montreal from Utica), the southeastern with New York City (237 miles from Utica) at its limit, and the western with Buffalo (202 miles from Utica) at its western end. The foregoing are railroad mileage figures over the New York Central Lines.

Utica virtually lies at the western limits of the highlands of the Mohawk, which gradually recede from the narrow river flats, west of Dutch Hill (1,060 feet sea elevation, three miles east of Utica), on the southern shore, and Staring Creek, opposite this small mountain, on the northern shore. The city lies in this westerly widening basin of river flatlands, which are here three miles in width, from the base of the Adirondack foothills known as Deerfield Hills on the north, to the foot of Forest Hill (832 feet sea elevation and 428 feet above the Mohawk) on the southern city limits. The city site is practically level, the rise from the Mohawk to the base of Forest Hill being only eighty feet in the three miles, northeast to southwest, in which lie the Utica municipal limits. From the Genesee Street railroad bridge to the Mohawk turnpike (north shore) at Deerfield Corners, lies a practically level flat a mile in width. Deerfield Township of Oneida County lies opposite Utica, on the north bank of the Mohawk. To the west is the Oneida County Township of Whitestown, south, that of New Hartford, and to the east the townships of Frankfort and Schuyler, Herkimer County.

Roscoe Conkling Park and beautiful Forest Hill Cemetery are located on a sightly spur of Frankfort Hill, a small mountain, 1,420 feet sea elevation and a height above the Mohawk of 1,016 feet. Its summit lies two miles southeast of the city limits. Several city water reservoirs lie on the slopes of this hill.

Forest Hill has a sea elevation of 832 feet and rises 428 feet above the Mohawk River, the highest point being on its summit near the flagstaff in Roscoe Conkling Park.

West of Utica the Mohawk south shore heights rapidly recede from the river, the edge of these Appalachian highlands running almost due west from Forest Hill. Westward from Utica the main summits of these foothills are Crow Hill (1,303 feet, five miles southwest), College Hill (1,080 feet at Clinton, ten miles west), Prospect Hill (1,380 feet, twelve miles west), Eaton Hill (1,340 feet, eighteen miles west and five miles southeast of Oneida Castle, twenty-four miles west), which is the geographical center of New York State. These highlands are the most northerly of the foothills of the Appalachian Mountains in New York State.

Seneca Road.

The old Seneca road section of the New York-Buffalo automobile highway skirts the northern base of these foothills from Utica to Syracuse, fifty miles west. This is the present (1924) main route of this great highway between these two cities.

In 1921 a movement was inaugurated to make the New York-Buffalo highway a "Road of Memory", with hundreds of thousands of native trees planted along its 450-mile length to commemorate the brave sons of New York State who fell in the World war. The initial planting of these memorial trees was scheduled for 1921, when 20,000 elms were to be set out on the Utica-Syracuse section.

Utica's Parks.

Utica is surrounded to the southward by a series of beautiful parks, the gift to the city of Mr. and Mrs. Thomas R. Proctor. On the west side are Addison C. Miller and Horatio Seymour (14½ acres) parks. On the south side is Roscoe Conkling Park (385 acres), the largest in the city. This lies on the northern front of Forest Hill. It has tennis courts, a baseball diamond and a menagerie and deer park. Forest Hill is a western spur of Frankfort Hill and rises 428 feet above the Mohawk, thus commanding an extensive view of the city and the Upper Mohawk Valley. A statue of Mr. Proctor stands on the central slope of this park. Thomas R. Proctor and Frederick T. Proctor parks

ONEIDA
OSWEGO
LEWIS
HERKIMER
MADISON
OTSEGO
FLORENCE
CAMDEN
ANNSVILLE
LEE
AVA
BOONVILLE
FORESTPORT
WESTERN
STEUBEN
REMSEN
VIENNA
ROME
FLOYD
TRENTON
ONEIDA LAKE
VERONA
WESTMORELAND
MARCY
DEERFIELD
VERNON
KIRKLAND
NEW HARTFORD
AUGUSTA
MARSHALL
PARIS
SANGERFIELD
BRIDGEWATER
Rome
Utica
Florence
Camden
Westdale
Ford
Elpis
McConnellsville
Vienna
Jewell
Sylvan Jc
New London
Stack Basin
Fish Creek
Blossvale
Taberg
Lee Center
Gleanmore
Point Rock
West Branch
Duane Brook
North Steuben
East Steuben
Boonville
Alder Creek
Forestport
Anos
Ennos
Honnedaga
Remsen
Higbkley
Big Brook
Steuben
Prospect Jc
Barneveld
P.O. Barneveld
Prospect
East Floyd
Camroden
Holland Patent
Floyd
South Trenton
North Gage
Stittville
Marcy
Oriskany
Whitestown
Oriskany Falls
Waterville
Sangerfield
Bridgewater
Stockwell
Clinton
New Hartford
Franklin Spgs.
Willowvale
Chadwicks
Sauquoit
Paris P.O.
Clayville
Richfield Jc
Cassville
Deansboro
Augusta
Knoxboro
Kirkland P.O.
Clarks Mills
Vernon
Vernon Center
Sherrill
Oneida Castle
Verona Mills
Verona P.O.
Verona Sta.
Durhamville
Oneida Creek
Stanwix
Greenway
Dix
Lowell
Bartlett
Colemans
Westmoreland
Hecla Works
Herkimer
Walesville
New York Mills
Yorkville
Maynard
Lairdsville
Pythonbourne
Higginsville
Bridge
Humaston
Lorena
Delta
Delta L.
Stokes
Westernville
Steuben Valley
Ridge Mills
Floyd
Camden
Ford
Elpis
Taberg
Lee Center
Blossvale
McConnellsville
Vienna
Jewell
Sylvan Jc
New London
Stack Basin
Fish Creek
Oneida Creek
Verona Mills
Higginsville
Bridge
Humaston
Lorena
Delta
Stokes
Point Rock
West Branch
Duane Brook
North Steuben
East Steuben
Boonville
Alder Creek
Forestport
Anos
Ennos
Honnedaga
Remsen
Higbkley
Big Brook
Steuben
Prospect Jc
Barneveld
P.O. Barneveld
Prospect
East Floyd
Camroden
Holland Patent
Floyd
South Trenton
North Gage
Stittville
Marcy
Oriskany
Whitestown
Oriskany Falls
Waterville
Sangerfield
Bridgewater
Stockwell
Clinton
New Hartford
Franklin Spgs.
Willowvale
Chadwicks
Sauquoit
Paris P.O.
Clayville
Richfield Jc
Cassville
Deansboro
Augusta
Knoxboro
Kirkland P.O.
Clarks Mills
Vernon
Vernon Center
Sherrill
Oneida Castle
Verona Mills
Verona P.O.
Verona Sta.
Durhamville
Oneida Creek
Stanwix
Greenway
Dix
Lowell
Bartlett
Colemans
Westmoreland
Hecla Works
Herkimer
Walesville
New York Mills
Yorkville
Maynard
Lairdsville
Pythonbourne

(together comprising more than 200 acres) lie on the east side of the city adjacent to the Masonic Home grounds. Starch Factory Creek is a picturesque feature of these parks. All these parks are connected by a parkway, in which stand statues of Vice President Sherman, General Steuben and the picturesque Hiker statue, a figure of a Spanish war soldier commemorating Utica's part in that conflict. A monument to Utica's soldiers and sailors of the Civil war stands on Genesee Street, in Oneida Square.

The total area of Utica's parks is 700 acres. Chancellor Square (3½ acres) became a public park in the days when Utica was a village. Steuben Park consisted of one acre when it was set apart from the John Post purchase over a century prior to this writing (1925). It has since been considerably cut down by street building. Truman K. Butler and J. Thomas Spriggs parks have each less than one acre. Watson Williams Park has about four or five acres. The Masonic Home, with 300 acres of park and farm land, combined with the Proctor parks, give a large area of beautiful open land to the eastern part of Utica. There are several attractive park sites in the northern section of Utica, on the north side of the Mohawk River.

A tall monument on the summit of New Forest Hills Cemetery, adjoining Forest Hill Cemetery, marks the grave of Justus H. Rathbone (1839-1899), founder in 1864 of the Order of Knights of Pythias. Many famous Uticans are buried on this sightly hill and here is one of the noted "Oneida stones," which came from Oneida Castle in 1849, these stones being connected with the rites and ceremonials of the Oneida Indians.

The Deerfield Hills, north of Utica, are southern foothills of the Adirondacks. They are the western heights of the Hasenclever group of hills which form the western watershed of the West Canada Creek. The main Deerfield hill summits, from east to west, are Bell Hill, 1,178 feet above the Mohawk and 1,582 above the sea; Smith Hill, 803 feet above river, 1,207 feet above sea; Marcy Hill, 1,260 feet above sea, 856 feet above Mohawk. Bell Hill is the highest summit rising directly from the Mohawk River flats. Its gentle slope is deceptive as to its height. Smith Hill is the northern height, seen framed by the buildings of lower Genesee Street. The best Utica view of the Deerfield Hills is from Forest Hill (832 feet sea elevation, 428 feet above the Mohawk), in Roscoe Conkling Park. Fine views of Utica are obtained from the Black River Road over the Deerfield Hills.

Genesee Street.

Genesee Street, one of America's most beautiful avenues, is the backbone of Utica and its most characteristic feature. One cannot think of Utica without visualizing Genesee Street. It runs from old Deerfield Corners, on the Mohawk Turnpike in present Utica, west to beyond New Hartford, in which six miles it is built up the entire distance. Actually the same street is building northward, on the Black River Road, so that Genesee Street before many years, will extend as a built up tree-lined street from Deerfield Hills to Clinton and Hamilton College, a distance of twelve miles. From Baggs Square to beyond Hopper Street, Genesee Street is a business street, traversing the heart of the business section, which is rapidly encroaching on the Genesee Street residential section, southwest. Many of Utica's finest business buildings and residences lie on Genesee Street.

Genesee Street was originally the Indian trail to the Seneca country, later known as the Genesee Road and improved as the Seneca Road in 1800, by which name this beginning of the road to Buffalo is known today. The trail from Old Fort Schuyler and the old Mohawk River ford passed over present Park Avenue and met the Genesee trail at present Oneida Square.

Genesee Street is the Mohawk River crossroads of a trail which runs from the St. Lawrence River to Utica and thence by forks south to Chesapeake Bay and west to Buffalo.

At Utica the New York-Buffalo highway has a sea level elevation of about 440 feet, the same as that of the divide at Karner's, between Albany and Schenectady. The Utica-Syracuse highway reaches its highest point at Lairdsville, ten miles west of Utica and three miles west of Kirkland, at a sea elevation of 720 feet.

Three small streams pass through the city and enter the Mohawk, the most westerly having had its bed utilized by the Chenango Canal, now (1924) abandoned. The other creeks are Ballou and Starch Factory creeks. The Sauquoit enters the Mohawk between the western city suburban villages of Yorkville and Whitesboro. Several suburban industrial places are located on the Sauquoit south of Utica.

In the construction of the Barge Canal (1905-1918) a movable dam and a terminal lock were located at Utica terminal harbor. West of Utica to Rome and eastward to Frankfort, the Barge Canal follows a land-line cut on the north side of the Mohawk River.

The New York State Hospital for the Insane is located near the western limits of Utica. The Marcy division of the Utica State Hospital is located on the Utica-Rome highway, about five miles west of Utica.

Utica Characteristics.

Utica still maintains the pleasant reserve and dignity of handsome iron fences and hedges about its better residences—a feature again properly coming into vogue.

Utica has other characteristics all its own differentiating it from the American Mohawk Valley towns to the eastward with their "Mohawk Dutch" antecedents. Utica shows its British heritage by observing Christmas eve with lighted candles and household illumination. Utica has its Proctor day (June 11) and its Kite day. Its ragamuffin parade is on Election day night, instead of Thanksgiving day, as in New York. Halloween is widely observed, its parties often stretching over two weeks time.

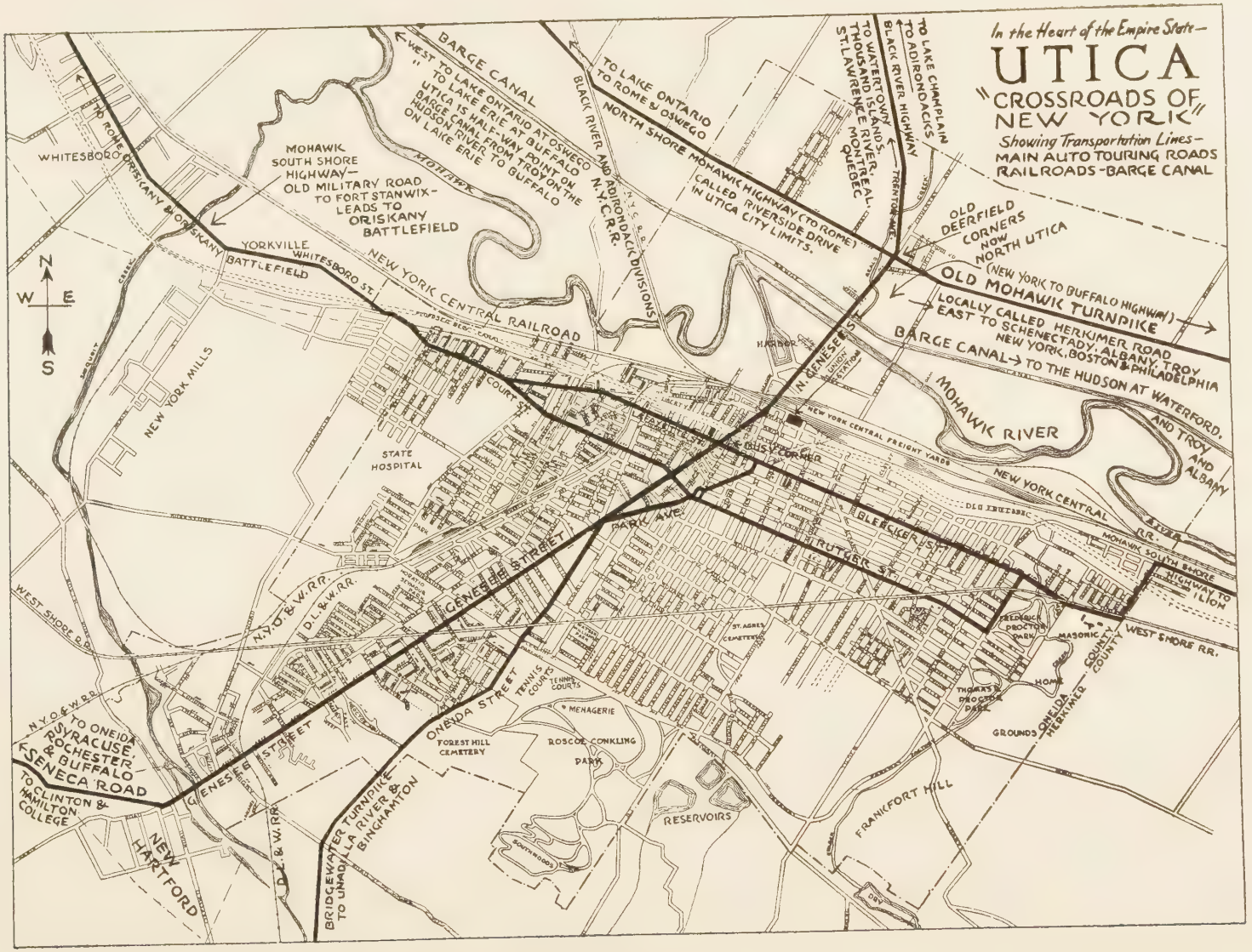
Because of its tree-lined streets, Utica is frequently called "The City of Trees." On account of its beautiful parks it is sometimes called "The City of Parks." By reason of a line of Shakespeare it is affectionately called "Pent-up Utica," the "Pent-up City" or "Old Pent-up," just as the lovers of Schenectady fondly term it "Old Dorp." It is also called "the Crossroads of New York," from its central location as regards motor roads and railroad lines.

Utica, Charitable, Social, Fraternal.

Utica has the General, Faxton, Homeopathic, St. Luke's and St. Elizabeth hospitals, Home for the Homeless, Home for Aged, Utica Orphan Asylum, St. Vincent's Industrial School, House of the Good Shepherd, and the New York State Masonic Home. There are a number of private schools.

Utica Day School and the Yahnundahsis Golf Club are located at New Hartford. The Utica Golf and Country Club is at New York Mills; the Sadaquada Golf Club on Hart's Hill. An aeroplane flying field has been located at Utica.

Utica Day School and the Yahnundasis Golf Club are loporated community chest, through which funds for charity are raised annually in one week's intensive effort; there are many thousand contributors to this chest; 70 churches, representing all denominations; 23 Masonic organizations; five modern hospitals; the very best hotel accommodations with ample facilities in up-to-date hostelries to care for all large gatherings that may


In the Heart of the Empire State—
UTICA
"CROSSROADS OF NEW YORK"
Showing Transportation Lines—
MAIN AUTO TOURING ROADS
RAILROADS—BARGE CANAL
BARGE CANAL
WEST TO LAKE ONTARIO AT OSWEGO
" TO LAKE ERIE AT BUFFALO
UTICA IS HALF-WAY POINT ON BARGE CANAL FROM TROY ON THE HUDSON RIVER TO BUFFALO ON LAKE ERIE
TO LAKE ONTARIO TO ROME & OSWEGO
BLACK RIVER AND ADIRONDACK DIVISIONS N.Y.C.R.R.
TO WATERTOWN THOUSAND ISLANDS ST. LAWRENCE RIVER MONTREAL QUEBEC
BLACK RIVER HIGHWAY
TO LAKE CHAMPLAIN & ADIRONDACKS
TRENTON AVE.
NORTH SHORE MOHAWK HIGHWAY (TO ROME) CALLED RIVERSIDE DRIVE IN UTICA CITY LIMITS.
OLD DEERFIELD CORNERS NOW NORTH UTICA
OLD MOHAWK TURNPIKE
(NEW YORK TO BUFFALO HIGHWAY)
LOCALLY CALLED HERKIMER ROAD
EAST TO SCHENECTADY, ALBANY, TROY NEW YORK, BOSTON & PHILADELPHIA
BARGE CANAL → TO THE HUDSON AT WATERFORD, AND TROY AND ALBANY
MOHAWK RIVER
MOHAWK
MOHAWK SOUTH SHORE HIGHWAY— OLD MILITARY ROAD TO FORT STANWIX— LEADS TO ORISKANY BATTLEFIELD
TO ROME
WHITESBORO
ORISKANY & ORISKANY BATTLEFIELD
YORKVILLE
WHITESBORO ST.
NEW YORK CENTRAL RAILROAD
N
W
E
S
NEW YORK MILLS
STATE HOSPITAL
COURT ST.
N. GENESEE ST.
HARBOR
UNION STATION
NEW YORK CENTRAL FREIGHT YARDS
GLEDE CREEK
PARK AVE.
GLECKER ST.
RUTGER ST.
NEW YORK CENTRAL & R.R.
MOHAWK SOUTH SHORE HIGHWAY TO ILION
WEST SHORE R.R.
FREDERICK PROCTOR PARK
MASONIC
ONEIDA COUNTY
HOME
THOMAS R. PROCTOR PARK
GROUNDS
ONEIDA HERKIMER
GENESEE STREET
N.Y.O.&W.R.R.
D.L.&W.R.R.
WEST SHORE R.R.
ST. AGNES CEMETERY
TENNIS COURTS
MENAGERIE
ONEIDA STREET
FOREST HILL CEMETERY
ROSCOE CONKLING PARK
RESERVOIRS
FRANKFORT HILL
TO ONEIDA SYRACUSE ROCHESTER & BUFFALO
SENECA ROAD
TO CLINTON & HAMILTON COLLEGE
NEW HARTFORD
BRIDGEWATER TURNPIKE TO UNADILLA RIVER & BINGHAMTON

assemble in Utica; 60 fraternal societies; 16 organizations of Odd Fellows; many clubs, including three for women; an Elk's lodge, with a membership of two thousand and possessing a magnificent club house; Knights of Columbus Council, owning and occupying commodious property which includes club house, auditorium, gymnasium, swimming pool, etc.; Rotary, Kiwanis, Exchange, Lions, Harmony, Kirotex, Ad and Zonta luncheon clubs. Other clubs include the Fort Schuyler Club, Elks Club, City Club, University Club, Moose Club, Republican Club, Y. M. C. A., Y. W. C. A., etc.

Utica Schools, Public Library, Music and Art Center.

Utica's schools are noted for their efficiency. Utica Free Academy, occupying a series of large and attractive buildings, is famous for a century of high educational standards.

The Utica Public Library has a beautiful building on Genesee Street and is recognized as one of the model public libraries of the state. It has an art gallery which houses frequent traveling exhibitions. Here the Utica Society of Fine Arts (organized in 1922) holds its annual exhibition, while it maintains an art school elsewhere.

The Utica Public Library is as old as the city itself. It came into existence the year (1832) that the city was incorporated. It has nearly 150,000 volumes and a circulation close to one-half million books a year. There are branch libraries and a special service to schools. It costs about $75,000 a year to maintain these libraries. The Utica Library will celebrate its centennial with that of the city in 1932.

Utica is a noted musical center for a city of its size, largely because of its large proportion of Americans of Welsh descent, insuring a racial heritage of music. There are a number of musical organizations and a Conservatory of Music has been in existence here for many years. Organs for churches and theaters are made in Utica.

There are several musical clubs, including the B Sharp Club, composed of 1,500 women; the Haydns, a famous male chorus, and the Philharmonics, a mixed chorus that has won laurels over a wide territory. In addition, Utica is the home of the Cymreigyddion society which each year conducts a great Welsh musical festival covering a period of several days and attracting vast throngs from the eastern states to compete in the various musical contests or to enjoy this wonderful occasion of music, art and story. Here also recently was organized the National Eisteddfod

Association, a Welsh organization devoted to the promotion of music and art.

Utica is a church city, with many handsome churches representing nearly all the leading denominations, many of these churches being fine specimens of architecture. There are seventy churches in Utica.

The amusement side of Utica is well represented by theaters and moving picture houses. Utica has for years supported an excellent theatrical stock company during the summer months.

In the Munson-Williams Memorial Building are located the important historical collections of the Oneida County Historical Society. They are open free to the public, which is cordially invited to inspect them.

Utica—Industrial, Statistical, Power.

The 1924 area of Utica was twenty and one-half square miles, which probably will necessarily be enlarged to accommodate the growth of the city. In 1910, thirty-six per cent of the population was or foreign parentage and nearly twenty-nine per cent of foreign birth, southern and eastern Europeans predominating.

Utica has mills that operate approximately 400,000 spindles; industries that convert 150,000 bales of cotton into yarns and fabrics annually; foundries that use over 100,000 tons of iron each year.

A plentiful supply of hydro-electric power, generated at Trenton Falls, north of Utica, is available here. This hydro-electric power is supplemented by an extensive steam plant system. The development of the proposed super-power plan in the eastern states contemplates Utica as one of the load centers and distributing points. This fact is of vast significance and importance and will prove a powerful incentive for locating many new industries in Utica.

The Utica Gas and Electric Company owns and operates the Trenton Falls hydro-electric plant (producing 35,000 h. p. in 1924 from its plants there, at Little Falls and Dolgeville), together with a city steam plant. This company issued a very handsome and informing work on the industries and transportation of the upper Mohawk Valley in 1923, entitled "The Upper Mohawk Valley." (See "Chapter 132—The Utica Gas and Electric Company and Hydro-Electric Development in the Upper Mohawk Valley.")

Utica, America's Textile Center.

Utica is the center of an industrial district producing a great variety and amount of manufactures, which are constantly increasing. The textile industry is Utica's greatest manufacturing line and Utica is the chief textile manufacturing center in the United States.

In 1919, Utica had 370 factories, with 18,564 workers; 40,419 primary horse power; capital of $67,255,000; annual value manufactured product of $77,746,000 (1920 U. S. Census Report).

In 1924, Utica manufactured white goods, cotton yarn, cloth and worsteds, heating furnaces, metal beds and springs, firearms, fire apparatus, locomotive repairs, machinery, brass goods, automobile and wheel rims, metal goods, cutlery, engines, clothing, millinery, food products, cigars and tobacco, paper goods, paper, woodwork, furniture, pearl buttons, knit goods, caps, fire alarms, street sweepers, air compressors, fishing rods and tackle, trunks and luggage, germicides, radiators, church organs, printed and lithographed goods, engraving, woolen cloth, corduroy cloth, sheets and pillow cases, toys, suspenders, box board, paper boxes, emblems, badges, auto bodies and accessories, metal stampings, farm implements, chemical products, extracts, sportsmen's clothing, sporting rifles and pistols, buffing wheels, pliers and nippers, boilers, tanks, mail boxes, electric washing machines, refrigerator equipment, etc.

For information regarding Utica's manufacturing and industrial features and possibilities write Secretary, Utica Chamber of Commerce, 8 Elizabeth Street, Utica. The Chamber publishes "Greater Utica" and the "Utica Blue Book."

According to the census of 1920, Utica was proportionately the fastest growing city in New York State. Its 1925 population is estimated at 110,000, with 135,000 in the Utica metropolitan district, within a radius of ten miles of the Utica City Hall. The increase in population and material wealth of Utica has, however, been solid, substantial and enduring. Inflation and boom methods are discredited here.

Utica, Banking, Insurance, Wholesale and Retail Business Center.

Utica is an important banking, financial and insurance center of New York State, these institutions being housed in handsome buildings.

There are three National banks, three trust companies, one savings bank and two state banks in Utica. Their combined re-

sources are $150,000,000. Savings deposits in these institutions aggregate $80,000,000.

Utica is an important manufacturing and transportation center of America. It is also increasingly important as a wholesale and retail business center, receiving the trade of the western Mohawk Valley, the Adirondack region (of which it is a gateway) and of that of a great part of Northern New York, while, to the south, it competes with Syracuse for the trade of the Susquehanna Valley. Utica has an increasing number of beautiful specialty shops, while its larger stores give metropolitan shopping opportunities. In every way Utica is passing from the conservatism of its earlier growth and taking on the character of a metropolis of Central New York. Its fine banking, insurance, office and store and other structures are constantly increasing in number.

Dairy Center and Milk Shipping.

Utica is a center of the great belt of dairy country which runs north and south through central eastern New York—up the Hudson and Mohawk valleys to Utica and Rome, thence up the Black River Valley to the St. Lawrence and along the St. Lawrence and the Canadian frontier to Lake Champlain.

Utica is the (1924) headquarters of the Dairymen's League. It is the point from which milk from the north is sent to New York at express speed. Milk is one of the chief items of the express traffic of the New York Central and the Mohawk Valley fills a great part of the metropolitan milk can. Following the decline of Little Falls (about 1890) as the chief cheese market of the east, Utica became the chief market for a number of years, but Watertown is (1924) now the chief eastern market, with Gouverneur in second place.

Utica, Transportation.

The location and site of Utica offer possibilities for great industrial development. The railroad terminal facilities are unsurpassed, all roads entering Utica having the privilege of use of all the city railroad freight terminals. The Barge Canal affords waterway transportation to Duluth on the Great Lakes, New Orleans on the Gulf of Mexico (by way of the Chicago Canal and the Mississippi River) and to New York City on the Atlantic. The great trunk highways entering Utica allow motor freight trucking to all points. The electric power available and possible and the large amount of level land, lying close to these transportation routes, afford most unusual industrial possibilities. Roger

W. Babson, the financial expert, in 1922 prophesied that the Mohawk Valley, because of its strategic industrial position, would eventually become America's greatest manufacturing district—and he has made investments to back his own faith. The Upper Mohawk Valley of today is one of America's leading industrial centers and is becoming increasingly important.

Utica, Railroad Center.

Utica is known as the "Crossroads of New York State." It occupies a dominating position as a center of railroad and automobile transportation. In the days of canal transportation, it was also a waterway center as the Chenango Canal from the south here met the Erie Canal and, 15 miles west, the Black River Canal entered the Erie at Rome.

Utica is a railroad and automobile gateway northward to the Adirondacks, Thousand Islands and Canada and southward to the Susquehanna Valley.

Utica is a very important railroad center of the northeastern United States. The beautiful Union station is one of the finest in the East and serves the following lines:

New York Central Railroad; all Central trains but one (1924) stop at Utica.

West Shore Railroad.

New York Central, St. Lawrence Division, north to Trenton (Trenton Falls) 18 m., Remsen 22 m., Lowville 59 m., Watertown 83 m., Cape Vincent 98 m., Carthage 75 m., Philadelphia 88 m., Clayton (Thousand Islands) 95 m., Ogdensburg 135 m., Potsdam 142 m., Massena Springs 161 m.

New York Central, Adirondack Division, north to Thendara (Fulton Chain) 52 m., Tupper Lake Junction 108 m., Saranac Lake 132 m., Lake Placid 142 m., Malone 167 m., Montreal 233 m., Ottawa Division (from Tupper Lake Junction), Cornwall, Ont., 178 m.; Ottawa, Ont., 235 m.

The word Adirondack means "tree-eaters," and was applied in contempt by the Iroquois Indians of New York State to their Algonquin Indian enemies in Canada.

Utica Branch, Delaware, Lackawanna and Western, running south to Binghamton, with a branch to Richfield Springs and Canadarago (Schuyler) Lake.

Utica branch, New York, Ontario and Western, running south to Norwich, Walton and Weehawken.

The New York State Railways operate electric trolley lines eastward to Little Falls, westward to Rome and Syracuse.

FORT SCHUYLER CLUB

At the corner of Genesee and Court streets, Utica.

THE UTICA PUBLIC LIBRARY

One of the model public libraries of America. An art gallery is located on the right hand corner of the second floor, where many important arts and crafts exhibitions are held. Situated on Genesee street at the junction of Cottage street. Photo by C. K. Frey, Utica.

New York Central Railroad—Union Station—Utica Freight Yard.

The New York Central Railroad maintains a railroad school, where instruction is given in telegraphy, station work and other branches of railroading in the Union Station.

The New York Central Lines constitute not only the biggest business enterprise in the Mohawk Valley but the most valuable property under one management in the world, being valued at two billion dollars. It is also the world's greatest railroad system.

The Mohawk division (Albany to Syracuse) is the oldest and most important division of the New York Central Lines carrying not only the New York metropolitan district traffic but that of Boston and New England to the West and return. Its passenger, mail, express, milk and freight haulage is enormous. The Central and West Shore tracks, from Rotterdam Junction to Syracuse, on the Mohawk division, constitute the only six-track railroad in the world. The New York Central Lines haul one-tenth of the freight railroad traffic of the United States and one-twelfth of its passenger traffic. There is a large freight yard at Utica, equipped in the most modern way. The Union Station, which was recently erected, is a beautiful modern structure, costing $2,000,000. Its interior is architecturally attractive, with a double row of huge marble columns in the center of the waiting room. In 1925 the Utica station was second only to New York City's Grand Central Terminal, in size, beauty, utility and comfort, among the New York Central Railroad stations on the line from New York to Chicago. The Central railroad school is housed in this building. The upper floors are fitted for offices, including administrative offices of the New York Central Railroad. All Mohawk River towns, from Rome to Schenectady, are fortunate to be situated on the main line of the world's greatest railroad and Utica is particularly favored as it is an important junction point of the New York Central Lines.

See Chapter 100—"The New York Central Lines."

Utica, Automobile Cross-Roads of New York.

Utica is the "Cross-Roads of New York" on the most important automobile route in the world—the Albany to Buffalo Highway (Iroquois Trail), comprising the Mohawk Turnpike in its eastern section (Albany to Utica), and the Seneca Road in its western section (Utica to Buffalo).

Utica is a center where several automobile trunk lines meet. They radiate north, south, east and west from Utica. The fore-

going railroad routes are practically paralleled by these important highroads and they are important as freight as well as passenger motor car routes. Motorists run north over these roads to the Adirondacks, Thousand Islands and Canada, and south to the Susquehanna Valley. The Mohawk Turnpike here connects with the Seneca Road westward to Syracuse, Rochester and Buffalo and thence to Chicago and the Pacific Coast.

Automobilists information bureaus are maintained in the Hotel Utica, Hotel Martin and Baggs Hotel.

The Masonic bodies of Utica contemplate the erection of an imposing auditorium with a seating capacity of 4,500. The auditorium will be available within a reasonable time for use by conventions and other considerable gatherings in Utica. Because of this auditorium, Utica's excellent hotel accommodations and the city's central location, Utica will surely eventually become a favorite convention city for New York State.

Utica and Oneida County.

Utica is the county seat of Oneida County (formed 1798), which takes its name from the Iroquois tribe of Oneida Indians, who occupied its territory on the Dutch occupation in 1614. The county contains much of the headwaters of the Mohawk River, Black River, Oneida Lake and three small headwaters of streams belonging to the Susquehanna system. Outside of the manufacturing districts of Utica and Rome and some villages, the county is devoted to dairying and general agriculture.

1910 population Oneida County, 154,157; 1920, 182,485; area, 1,215 square miles.

Utica, Historical—Indian Trail Center.

The old Indian path from Ya-nun-da-da-sis [the site of Utica] to Ga-na-wa-lo-ha-le [Oneida Castle] here intersected the trail from Ska-na-tat [Schenectady] to De-o-wain-sta [the portage at present Rome]. Also from the river ford an Iroquois trail ran north to the Oswegatchie [Black River] and thence to Canada, while to the south a trail led up Oriskany Creek to the Chenango River headwater stream of the great Susquehanna Valley. This made Utica an Indian cross roads and as these trails developed into pioneer roads, after the Revolution in 1783, this made the site of present Utica eventually an important transportation center, which is the original cause of the city's early development. All the roads mentioned are now great motor car highways.

The Oneida Indians.

The crossing trails on the site of present Utica not only indicate the commanding commercial position occupied by the present city but it symbolizes the strategic position occupied by the Five Nations on the Iroquois Trail (from Albany to Buffalo) which enabled them to become masters of the Indians of northeastern North America.

Ya-nun-da-da-sis is an Oneida word meaning "around the hill," referring to the south shore Mohawk Trail's course around Dutch Hill to the east of the city. Ga-na-wa-lo-ha-le, meaning "head-on-a-pole," was the name of Oneida Castle, some twenty miles westward. The site of Utica formed the eastern limits of the jurisdiction of the Oneida nation and the western limits of that of the Mohawks.

In 1821 the greater part of the Oneidas were removed to Chippewa Bay, Wis., in spite of their protests. In 1910 there were about thirty Oneida Indians living in Oneida County and about 200 in the state, some being in Madison County.

The City of Utica lies in a land patent known as Cosby's patent or Cosby's manor, granted in 1734 and surveyed in 1762.

Old Fort Schuyler, 1758-60.

In 1758 British Colonial army engineers here built a fort, one of a chain of defenses which extended along the Albany-Oswego water route during the great French war (1754-60). This local fort was an earthwork with palisades and it stood on Main Street, near the Mohawk River, just below Second Street.

This fort was christened Fort Schuyler, in honor of Col. Peter Schuyler of Albany, uncle of Gen. Philip Schuyler of the Revolution. It was garrisoned from 1758 until 1760, when it was abandoned. When the American army reconstructed Fort Stanwix (at present Rome) in 1776, its name was changed to Fort Schuyler in honor of General Schuyler, which name it generally bore in army records until after the Revolution. To differentiate between the Rome and the Utica Forts Schuyler, the Utica fort site was then referred to as Old Fort Schuyler. The same name for the two forts has been the cause of endless historical confusion. After the Revolution (1775-1783) the Rome fort resumed its name of Fort Stanwix, which is its present appellation.

The Fort Schuyler Club of Utica takes its name from the Utica fort, which is now generally referred to as Fort Schuyler, while the Rome fort is known as Fort Stanwix. This is based

on the best historical authorities and also the usage of convenience.

Settlement of Deerfield Corners, 1773.

In 1773 the Weaver, Reall and Damuth families settled present North Utica at Deerfield Corners. They were driven out and their homes burned in 1776 by hostile Indians. They returned and settled permanently on their old lands in 1784, as stated later.

General Herkimer and his American army of valley militia here at Utica crossed the Mohawk ford, August 5, 1777, from the north to the south bank, on his way to the battleground of Oriskany. The site is marked by a bronze tablet erected in 1912 by the D. A. R. at the site of Old Fort Schuyler.

After the Oriskany battle, August 6, 1777, the wounded General Herkimer was brought by litter to Old Fort Schuyler, where the little army of heroic American survivors made their night camp. Here he was put on a boat and that night he was rowed down the Mohawk sixteen miles to Fort Herkimer. Other wounded were taken down the valley the same way.

Lieutenant-Colonel Campbell and Major Samuel Clyde of Cherry Valley commanded the retreat of the American army from Oriskany down the valley.

The Utica ford marker was one of a number erected by the Mohawk Valley D. A. R. Chapters in 1912, marking General Herkimer's march to the Oriskany battlefield. The markers are granite, with a relief inscription. At the top of each marker is a bronze tablet showing in relief the route of Herkimer's march.

Great Western Migration Through Utica After 1783.

Following the Revolution's close, in 1783, the great westward migration began. A few settlers went along the Mohawk roads in 1784 to homes in the upper Mohawk Valley (in what is now Oneida County) and further west. In 1785 the flood tide began and the next five or ten years witnessed the full flow of one of the most remarkable movements of people in the history of the world —that of the American people themselves, largely through the Mohawk Valley to new homes in the great West. The bulk of these migrating people were New Englanders or "Yankees" and Oneida County was largely settled by them and by people from the British Isles, a large element being Welsh, which made their most important early location here at Utica.

The majority of Utica's early settlers were Yankees, English and Welsh, but many pioneers of Dutch and German ancestry

from down the Mohawk located in Utica as well as in Oneida County. In fact, John Post, the first merchant of Utica, the present great city of the western Mohawk Valley, removed from Schenectady, the present great city of the eastern valley.

The Mohawk roads and river formed the summer route of the majority of settlers who went from the east to people the west and in that season the river was dotted with their westward moving boats and the roads with their covered wagons or "prairie schooners." However, winter was also a favorite moving time, as the snow smoothed out the rough roads, furnishing an easy journey on sleighs. At Old Fort Schuyler (as Utica was called from 1785 until 1798) nearly all of this westward movement left the Mohawk over the road to the Genesee country, to Lake Erie and the great West. Others turned north and peopled the Black River Valley and northern New York State.

Situated as it is at the western gateway of the Mohawk highlands, Utica is indeed a "gateway to the west," just as Little Falls is the middle gate and Schenectady the eastern valley gateway.

Settlement of Utica (North Utica), 1784—Old Fort Schuyler (Utica), 1785.

The first settlement within the limits of Utica was made in 1773, in present North Utica at Deerfield Corners, by George J. Weaver, Mark Damuth and Christian Reall and their families. These were people of Palatine German ancestry from the German Flats (Herkimer) neighborhood. Reall's Creek takes its name from Christian Reall, whose house stood near it. These first settlers of Utica were all Whigs or patriots. As they did not have, in their front yards, the Tory emblem of a horse's skull on a stake, they had to flee to their old homes on the approach, in 1776, of a Tory and Indian raiding party, which burned their homes. All probably served in the American armies. Damuth was a captain with Gen. Herkimer's army which marched to aid Fort Stanwix. Damuth, John Adam Helmer and another unknown were the three scouts sent by Herkimer with dispatches for Gansevoort. Damuth was severely wounded in a later valley enemy raid and Weaver was taken a prisoner to Canada. In 1784 the three families again united on their farms and thus became the first settlers of Utica. As these settlers plowed, planted and raised crops that year on their old lands (Jones Annals of Oneida County, pp. 141-142) they merit attention as possible first settlers of Oneida County. They certainly were the first permanent settlers within the present city limits of Utica.

MASONIC AUDITORIUM

To be erected on Genesee street, south of Court street, to house an audience of 4,500 people. Photo from the architect's drawing.

"THE BUSY CORNER," UTICA

At the junction of Genesee street with Bleecker street on the east and Lafayette street on the west.

One of the Damuths was a first settler of the old Fort Schuyler section of Utica in 1785.

In 1786 there were log houses in present Utica, south of the Mohawk, of families by the names of Damuth, Cunningham and Christman, all "upon or near the old road to Fort Stanwix, corresponding nearly with Main and Whitesboro Streets," thus being at the lower end of Genesee Street.

In 1788 the town of Whitestown was formed from the township of German Flats. Whitestown then had 200 population and embraced all of the state westward. Following 1786, new settlers by the names of Alverson, Morey, Foster and Silyea came to Utica.

John Post, Utica's First Merchant, 1790.

John Post, Utica's first merchant, can be justly considered the founder of the city. He came here and established a trading post in 1790, previous to which time he had been a trader among the Iroquois, largely in ginseng root for export to China. Post was born in Schenectady in 1748. He was an officer in the Revolutionary American army, serving on Gen. Gates' staff at Saratoga, on Sullivan's expedition, at the battle of Monmouth and at Yorktown, when Cornwallis surrendered in 1781.

In the spring of 1790, having purchased land near Old Fort Schuyler, John Post removed from Schenectady to present Utica. At Schenectady he loaded merchandise, furniture, provisions and building material on boats. With himself, his wife and children and a carpenter as passenger and a crew of boatmen, he slowly came up the Mohawk, making the trip of eighty miles in nine days. "So deep was the mud in the road, now Genesee Street, that the children had to be carried to the big 'palace' previously erected. The persons then residing here [1790] were Uriah Alverson, John Cunningham, John Christman and Widow Damuth and their families and probably some others."

Post erected a frame three-story warehouse on the river and later one near the Genesee Street river bridge. Post owned a fleet of Mohawk River boats which were engaged in transporting merchandise and in bringing settlers and their effects from Schenectady to Utica. Three of these were Mohawk River packet boats, fitted with covers and seats, which carried passengers only, this transportation being preferred by many to the stages on the rough river roads.

Post built a store and had an important trading post and

business here until he was burned out in 1806, which disaster ruined him and he died in poverty in 1830.

Settlers came rapidly to Old Fort Schuyler after Post's settlement in 1790 and by 1795 there was a thriving busy little village here with log and frame houses, stores, taverns and shops of various kinds.

In 1792 a bridge was built across the Mohawk, near First and Second streets, and a stage route was established running from Albany and Schenectady to Utica and Whitestown. This route was extended westward over the Genesee Road (later Seneca Road) to Geneva in 1794.

First Mohawk Valley Newspaper, 1793.

In 1793 the first Mohawk Valley newspaper was founded at the settlement of New Hartford, to the south, then a larger settlement than Old Fort Schuyler. This was the Whitestown Gazette, which was removed to Utica later. The Utica Observer-Dispatch is a remote descendant of this original Valley newspaper

In 1793 the First Presbyterian Church was organized. In 1801 the Welsh Presbyterians had a church here and Trinity Episcopal Church was begun.

Old Fort Schuyler Village, 1797.

River, bridge and highway improvements of 1797 boomed Utica, which became a great travel center by both routes. In that year $2,200 was appropriated by the state for the improvement of the "great Genesee road" between "Old Fort Schuyler" and Geneva. From this great road, its city section, Genesee Street, takes its name. The same year a river bridge was erected at the foot of Genesee Street at a cost of $400.

Utica Village, 1798.

In 1796 there were thirty-five houses here and in 1798, when the place was incorporated as a village, there were fifty houses, with over 200 people here. The name of the place had been Old Fort Schuyler from 1776 to 1798. A number of prospective names were suggested and written on slips. The name drawn from these was Utica.

In 1797 the schoolhouse was enlarged, after which union church services were held therein.

In 1798, Moses Bagg, a blacksmith, opened the original Baggs Hotel. The present south end of the Baggs was built (1813) around the first log structure without interruption to business

and Baggs Hotel is probably the oldest large hotel, with a continuous existence, in the United States.

In 1798 Oneida County was formed and, on April 3, 1798, Old Fort Schuyler was incorporated as a village with the name of Utica. Utica and Whitestown were the county seats or "shire towns" until 1854, when Utica and Rome became the half shire towns with courts held at both places.

In 1804 Utica had 120 houses and buildings and had become an important little town with four tanneries, two nail factories, two breweries, a hat factory, and a cabinetmaker, watchmaker, potter, shoemaker, rope maker, besides other shops, stores, taverns, two churches, a schoolhouse, barns and other buildings.

See "Chapter 84—The Mohawk Valley in 1810," for description of Utica in that year.

Seneca Road, 1800.

The building of the Genesee Street river bridge in 1797, the improvement of the Mohawk Turnpike and the construction of the Seneca Road (formerly the Genesee Road) westward from Utica, both in 1800, "were among the first movements which gave Utica a start and secured for it a share of the business heretofore monopolized by Rome and other places in this vicinity." The frontier village of Utica grew rapidly thereafter.

Utica was the greatest national center of military movements in the War of 1812-14, many American troops passing through the city to and from the Niagara and St. Lawrence frontiers. In 1817, Utica Township was formed from Whitestown.

Erie Canal, 1819, 1825.

In 1817 Erie Canal construction was begun and in 1819 the canal was completed to Utica and on October 22, 1819, the first boat "Chief Engineer" made the initial trip between Rome and Utica, when a great celebration was held. The opening of the Erie, from Buffalo to Albany, in 1825, greatly stimulated the town.

In 1818 Utica Academy was built and the first public library was opened in 1825.

In 1827 slavery was abolished in New York State and the slavery abolition movement soon agitated Utica, like most northern towns. The Abolitionists were few and despised at first but the movement, which excited much bitter controversy, continued until its objects succeeded in the Civil war (1861-65).

Utica City, 1832.

On February 13, 1832, Utica was chartered a city. In the same year it suffered considerably in a national cholera epidemic. In 1835 the city had a population of 10,183, with considerable manufacturing. The population was 12,782 in 1840, with city expenses of $11,734.96 in 1841. In 1845 with 14,000 people Utica had thirteen large and many small industries, with an annual manufactured output of $236,811.

See "Chapter 89—1840. Review of the Mohawk Valley," for a description of Utica in 1840.

Utica and Schenectady Railroad—Chenango Canal, 1836.

Utica citizens subscribed to $4,300,000 of the stock of the Utica & Schenectady Railroad, which was opened August 1, 1836, and extended to Syracuse in 1839.

In 1836 the Chenango Canal was opened northward from Chenango River headwaters of the Susquehanna, through the Oriskany Creek Valley to Utica, forming a valley outlet for coal from Pennsylvania. This canal was abandoned in 1878. In the modern utilization of trunk waterways, the use of the Chenango Canal may be resumed as well as other abandoned waterways of New York State, the pioneer and leading commonwealth in canalization.

In 1854, the Utica & Black River Railroad (now a New York Central line) was opened to Boonville and later extended to Carthage. The Utica, Clinton & Binghamton Railroad was opened to Hamilton in 1867. In 1883 the West Shore Railroad (now a New York Central line) began running through the southern city limits. In 1902 the trolley route was extended eastward to Little Falls. In 1905 Barge Canal construction was begun and completed from Waterford to Utica in 1916 and opened in 1918. In 1913 Harry Atwood, in his flight from St. Louis to New York City, passed over Utica and down the Mohawk, and, on June 3, 1924, the great United States naval dirigible Shenandoah passed westward over the Mohawk Valley, on its way from New York to Buffalo, adding the final chapter in Utica's history of transportation.

In 1848 the Utica water works and gas company were inaugurated. In 1851 the city hall was begun. In 1862 an armory building was erected, and in 1893 the present armory took its place. In 1883 the Government building and the Y. M. C. A. were built.

Utica Industrial Growth.

The first great industrial development in the Utica metropolitan district was the beginning of cotton cloth manufacture in 1808 at New York Mills, at the present western limits of Utica. For the first forty years of its growth, 1785-1825, Utica was largely a trading and transportation center. Manufacturing followed the building of the Erie Canal (here as elsewhere along the waterway) as it furnished the first cheap transportation facilities. The first local industry of importance was the manufacture of plows begun in 1820. Local industries and the dates of their establishment follow: 1823, grist mill, iron foundry; 1826, pottery works; 1832, engine and boiler works, oilcloth factory; 1834, steam planing mill; 1836, ready made clothing; 1842, stoves and furnaces; 1847, woolen goods; 1848, cotton cloth; 1851, locomotive headlights; 1852, iron works; 1861, steam guages; 1862, firearms; 1863, knit goods; 1868, caps; 1886, worsted; 1890, burial caskets. Other industries have been added and are constantly coming to this increasingly great industrial center.

See "Chapter 102—History of Mohawk Valley Manufactures and Inventions."

A considerable Italian and Polish immigration to Utica marked the period from 1890 to 1920.

Utica, Civil War (1861-5), World War (1917-18).

Utica, as the county seat, was the center of Civil War activities of Oneida County. The principal military organizations recruited from this and adjacent counties were 14th, 26th, 81st, 97th, 117th, 146th infantry regiments, the Oneida Cavalry and Oneida County had representation in some twenty-five other Civil war commands.

Utica Armory, Headquarters 3rd Battalion, 10th Infantry, N. G. S. N. Y.

The Armory at Park Avenue and Rutger Street is the headquarters of the 3rd Battalion, 10th Infantry, National Guard State of New York. The Utica units are Company K, Company L and Headquarters Company. Company I, at Mohawk, is (1923) the champion marksmen company of the National Guard of the United States. Company M, machine gun company, is located at Hudson. In 1923 the 3rd Battalion of the 10th ranked first among the battalions of the state in point of efficiency.

THE HIKER

Striking bronze statue of Spanish-American war veteran. Erected in honor of the American soldiers and sailors from Utica, who served in the Spanish-American War (1898). It stands at the junction of the Parkway and Oneida streets.

(Photograph by C. K. Frey, Utica, by Courtesy of the Utica Chamber of Commerce)

THOMAS R. PROCTOR MONUMENT, UTICA, N. Y.

Mr. and Mrs. Proctor gave Utica the major part of her splendid park system. Mr. Proctor's statue stands in Roscoe Conkling Park on Forest Hill in the southern part of Utica.

Troop G, 101st Cavalry, 27th Division, N. G. S. N. Y., has its armory on Lafayette Street. Many of its members served valiantly in the World War, when most of the guard cavalry units were transferred to machine gun companies.

See "Chapter 95—Utica Organizations of the National Guard of the State of New York," by Col. H. J. Cookinham, of Utica.

The Lewis Machine Gun in Utica.

The World War was won in the arms and ammunition factories of America as well as upon the field. The Lewis machine gun was a great asset in the military strength of Great Britain. It was manufactured in Utica by the Savage Arms Company, which attained the remarkable monthly production of two-thirds of all the output of the factories of Great Britain and Canada combined. The rifle factory of Ilion and the machine gun works of Utica were powerful factors in winning the war for America and her allies.

Utica, Political—Gov. Seymour, Democratic Presidential Candidate, 1868.

The City of Utica was the home of Horatio Seymour, a brilliant public man, who was a Democratic "war" governor (1862-4) of the greatest patriotism. Seymour was an unsuccessful Democratic candidate for president of the United States in 1868, running against General Grant Utica was the home of United States Senator Roscoe Conkling, the famous Republican politician of the latter nineteenth century, and of United States Senator Francis Kernan, Democrat. See biographies of Seymour, Conkling and Kernan.

U. S. Senator Roscoe Conkling, 1829-1888.

Roscoe Conkling of Utica, was a dominating figure in American National politics during the last half of the Nineteenth Century. He was born in 1829 in Albany, and was the son of Alfred Conkling, a noted lawyer of that day, and a one-time resident of the village of Canajoharie. Roscoe Conkling was elected mayor of Utica in 1858, and, as a Republican, represented the Oneida district in Congress from 1859 until 1867, when he was elected United States Senator from New York, being re-elected in 1873 and 1879. Conkling was a strong supporter of President Lincoln's war policies in Congress. When Grant became President, Conkling became his trusted adviser. In 1873, President Grant offered Senator Conkling the post of Ambassador to the court of

St. James and also that of Chief Justice of the United States. Both of them were declined. In 1876, Senator Conkling was a candidate for the Republican presidential nomination. He was unsuccessful. Rutherford B. Hayes being nominated and elected Senator Conkling advocated the nomination of General Grant for a third term in 1880. Conkling's party opponent, James G. Blaine, was also a candidate. James A. Garfield, friendly to the Blaine faction, was nominated and elected. A bitter party feud now ensued between the Conkling and Blaine groups. The Conkling followers called themselves "Stalwarts" and their opponents "Half-Breeds,' names which came into general use. The climax was reached when President Garfield nominated W. H. Robertson for Collector of the Port of New York. The Conkling New York State Republican machine opposed this nomination. When President Garfield refused to withdraw it both United States Senators from New York State, Roscoe Conkling and Thomas C. Platt, resigned. They became candidates for re-election but were defeated, after a contest of 48 ballots, by Warner Miller of Herkimer and Elbridge G. Latham, who were elected by the New York State Legislature on July 17, 1881. There was never a more violent partisan conflict in the history of America, since the Leislerians and anti-Leislerians of 1689-1700, in New York State. President Garfield was assassinated on July 2, 1881, by a lunatic crazed by the prevalent political fury. In 1884, Grover Cleveland, formerly of Clinton, Oneida County, was elected president over James G. Blaine, the political opponent of Roscoe Conkling. The vote was very close and Mr. Conkling became the attorney for the Democratic organization, during the recount which followed. Conkling died in 1888. His handsome stone mansion stands in Rutger Park, Utica. The foregoing political struggle is covered in detail in "Chapter 90—1865-1900—The Mohawk Valley, from the close of the Civil war to the beginning of the Twentieth Century."

Vice President James S. Sherman, 1908-12.

A prominent political figure of Utica was James S. Sherman, who was for years a Republican Congressman, representing the Utica district and who was elected vice president with William H. Taft on the Republican ticket of 1908. Mr. Sherman was renominated in 1912 on the Taft-Sherman Republican ticket, but died just before the election of President Wilson and Vice President Marshall, Democrats. A statue of Vice President Sherman was erected here in 1923, and his house stands (1924) on Genesee

Street. Many other nationally famous men have been residents of Utica.

President Grover Cleveland was a boyhood resident of Clinton and Holland Patent, Oneida County.

Noted Citizens of Utica and Oneida County.

After the War of Independence several noted American Revolutionary officers settled in Oneida County. Among them were General William Floyd, one of the signers of the Declaration of Independence, who is buried in Westernville Township of Floyd, 8 m. n. of Rome; Major General Baron von Steuben, "the drillmaster of the Revolution," who removed to the lands granted him by the United States Government, in the Township of Steuben, where he lies buried on Star Hill, about 20 m. n. of Utica. A statue of Steuben stands at the intersection of Genesee Street and Steuben Parkway, named for the general. General John Cochran was a close friend of Washington and in charge of the American Revolutionary military hospitals. He moved from Palatine Church to Utica and died here. Besides these there were many Oneida County pioneers who were Revolutionary officers of lesser rank.

The last survivor of the War of 1812 was Hiram Cronk, a native of Frankfort, who died at Ava, Oneida County, in 1904, at the age of 104 years. He was given an impressive funeral in New York, where his body lay in state in the City Hall.

Oneida County made great contributions of man power to the Union cause during the Civil War, and the number of commanders of high rank which it furnished to the Union forces is truly remarkable. Major General Henry W. Halleck, Commander-in-Chief of the Union armies for some time, was a native of Westernville, while other noted officers were General Daniel Butterfield, General James McQuade, General Rufus Daggett, Rear Admiral William Mervin, Rear Admiral S. L. Breese, Rear Admiral Montgomery Sicard.

Mention has previously been made of Vice President James Sherman (1908-1912). Among other famous citizens of Utica and Oneida County have been: Horatio Seymour (born 1810, died 1886), Governor of New York, 1852-4, 1862-4, one of New York's finest executives who, as our Civil War governor, was a strong supporter of the Union cause, later unsuccessful candidate for President against General Grant in 1868. U. S. Senator Roscoe Conkling (1829-1888), a noted lawyer and a great power in Republican politics in the third quarter of the nineteenth century;

VICE-PRESIDENT SHERMAN HOME

Home of the late James S. Sherman, Vice-President of the United States, 1908-1912, on Genesee street, Utica. Photo by C. K. Frey, Utica.

(Photo by C. K. Frey, Utica)

SENATOR ROSCOE CONKLING HOUSE IN RUTGER PARK, UTICA

U. S. Senator Francis Kernan (1816-1892), also noted as a lawyer; President Grover Cleveland, who, as a boy and youth, attended school in Clinton and Holland Patent; Hon. Elihu Root, born at Clinton in 1845, who was Secretary of War and Secretary of State under President Roosevelt, and later U. S. Senator; Thomas James, Postmaster General under President Garfield; Lyman J. Gage, Secretary of Treasury under President McKinley; Wm. J. Gaynor, Mayor of New York; Ellis H. Roberts, journalist, historian and U. S. Treasurer; S. N. D. North, journalist; Pomeroy Jones (1789-1884), historian; Daniel E. Wager (1823-1896), lawyer and historian; Thomas R. Proctor, who gave Utica its splendid park system; Harold Frederic (1856-1898), journalist, London correspondent N. Y. Times and one of America's greatest novelists, who used the Upper Mohawk Valley as a background for his fiction (including "The Damnation of Theron Ware," "Seth Brother's Wife," "That Lawton Girl," "The Copperhead," etc.), whose "In the Valley" is regarded as America's best historical novel.

Mohawk Valley Centenarians.

Oneida County was the home of O. E. Elmer, who was born in 1786 and died in 1905 at the age of 119 years. The Mohawk Valley has had an unusual number of centenarians, including Delina (Grandma) Filkins of Jordanville, 109 years old in 1924; Sophia Sitts of Starkville, 109 years old at her death in 1883; Hiram Cronk of Ava, 104 years old at his death in 1904, then the last surviving soldier of the War of 1812; David Timerman (near Fort Plain) 101 years, and several others.

For brief biographies of many of the foregoing natives and citizens of Utica and Oneida County, see the biographical volumes of this work.

Utica is a modern, progressive American city with an interesting and important past and a promising future, due to its past and present enterprising and patriotic American citizens and its wonderful industrial and commercial location.

The present Utica city district embraces New Hartford and Clinton on the south and Yorkville, New York Mills and Whitesboro and Oriskany on the west. With the exception of Clinton and Oriskany the city district has reached out until four of the six villages mentioned are now actually part of the Utica city section. Building is continuing along motor roads and trolleys extending towards Clinton and Oriskany, so that it is not improbable that these communities may be part of the city of Utica

within the next fifty years, when the city will embrace a quarter million people. Whitesboro and Oriskany are given separate mention among the other Mohawk Valley communities in this volume but New Hartford, Yorkville and New York Mills are now integrally a part of Utica and are considered under the subject of the city of Utica as one municipal area or metropolitan district.

Genesee Street to New Hartford and Clinton.

Utica extends its famous Genesee Street southward to and beyond Clinton, just as New York City sends its Broadway north to Albany.

The run from Utica to Clinton (9 m. s.) and Hamilton College is one of the most attractive of the many interesting and beautiful drives which lead in all directions from Utica. The Utica city district embraces a section within a circle drawn ten miles from the Utica City Hall, including the village of Clinton and Hamilton College on its western outskirts. On this route the tourist passes New Hartford (settled 1788), virtually a southern part of Utica. About two miles west of New Hartford the Seneca Road to Syracuse and the west branches off from Genesee Street. This route to Syracuse is described in the Summary in the front of this book. The road from this point to Clinton is the most traveled highway in the Mohawk Valley west of Amsterdam, according to figures of 1922.

Clinton, nine miles south of Utica, is connected with it by trolley, the New York, Ontario and Western Railroad, and by highway, known up to Clinton as Genesee Street. This road continues southward along Oriskany Creek to Oriskany Falls, Hamilton (Colgate University), Norwich to Binghamton. From Hamilton village it runs south along the Chenango River, a headwater stream of the Susquehanna. Clinton is named for George Clinton, governor of New York during and after the Revolution.

Clinton is an attractive residential town, many of its people commuting to business in Utica. A monument, on the village green, marks its settlement by New Englanders in 1787. Clinton lies in a fertile farming country and has important canning industries. Here are two iron mines, one on the north side of the town and the other southward at Franklin Springs. Only the north side mine is (1924) worked, the product being used in the manufacture of metallic paint.

President Grover Cleveland was a boyhood resident of the villages of Clinton and Holland Patent, in Oneida County, in

both of which he attended school. His father was a Congregational minister, serving churches in Clinton and Holland Patent.

Hamilton College at Clinton.

Rev. Samuel Kirkland, a great American patriot and a missionary to the Oneida Indians, founded Hamilton College in 1794.

Kirkland went to the Senecas as a missionary in 1765 and to Oneida Castle in 1766, where he lived (except during the Revolution) until he removed to the site of Hamilton College in 1791. Kirkland was beloved by the Oneidas and his influence kept the majority of this nation on the side of the Colonies during the Revolution. Sconondoa, the famous Oneida chief, loved Kirkland as a brother. Dying at the age of 101, the great Oneida warrior requested that he be buried beside his white brother. Today, the visitor to the College Cemetery can see the graves of Kirkland and Sconondoa, side by side. For his patriotic services to his country, Kirkland was granted a plot of land two miles square in the present township of Kirkland. He set aside a portion of these lands for the use of an academy for the Oneida tribe. Kirkland had won the regard of Washington and Hamilton, who became the first trustee of Hamilton Oneida Academy, chartered by the Regents of the University of New York, January 29, 1793. In a small clearing, at a spot just south of the present Chapel (now marked by a tablet) the corner stone of the first building was laid by Baron Steuben, July 1, 1794. Kirkland died in 1808. The school expanded until, in 1810, its students numbered 170, a very large attendance for the time and place. May 26, 1812, the college charter was granted and it became henceforth Hamilton College.

See "Chapter 107—Hamilton College," by Milledge L. Bonham, Professor of History, Hamilton College.

Utica and Upper Mohawk Valley Temperature and Rainfall.

The following figures cover the average monthly and annual temperature (covering a period of 35 years) and rainfall (covering a period of 47 years) at Utica. They are furnished by the Weather Bureau at Washington. While the figures refer to Utica, they also may well represent the Mohawk Valley, particularly in its town and city section from Schenectady to Utica. From Little Falls east, the Middle and Lower Mohawk Valley temperatures are somewhat higher than those at Utica, but the

difference is slight. The Adirondack and Catskill (Schoharie) regions probably vary more markedly.

The average monthly temperature records, taken at Utica (covering a period of 35 years) are as follows, in temperature degrees:

January, 24; February, 24; March, 32; April, 44; May, 56; June, 65; July, 69; August, 68; September, 59; October, 47; November, 36; December, 26. Average annual temperature, 46.

The average monthly and yearly rainfall, taken at Utica during a period of 47 years, are given as follows, in inches and their percentages:

January, 3.20; February, 2.95; March, 2.95; April, 2.70; May, 3.60; June, 4.15; July, 4.60; August, 3.65; September, 3.55; October, 3.45; November, 3.90; December, 3.35. Average annual rainfall, 42.05 inches.

For reference works regarding the history of Utica and Oneida County, the reader can consult Pomeroy Jones' "Annals of Oneida County," Wagers "History of Oneida County," H. J. Cookinham's "History of Oneida County."

For much assistance in the preparation of and contributions to the foregoing description and history of the city of Utica, the author is indebted to Mr. John G. Duffy and Mr. George J. Winslow, of the Utica Chamber of Commerce. He has also received much help from Mr. W. W. Canfield, editor of the Utica Observer-Dispatch, while Hon. H. J. Cookinham, author of a "History of Oneida County" (S. J. Clarke Publishing Company, Chicago, 1912) also lent valuable aid in reading proof on a considerable part of the foregoing chapter.

CHAPTER 131.

NEW YORK STATE MASONIC HOME AT UTICA—HISTORICAL AND DESCRIPTIVE SKETCH.

The following article on the New York State Masonic Home at Utica is taken from a Masonic pamphlet:

The suggestion that led to the publication of this pamphlet came from our Grand Master. A few months ago he casually observed that he never realized until he became Grand Master how very few among the membership of the Fraternity who were loyal to local Lodge interests were acquainted with the magnificent service the Craft is rendering through its Home at Utica. "It seems to me," he said, "that the Brotherhood should be educated and informed about the wonderful ministry of the Home." It was taken as a "hint to the wise." Support of this work depends largely upon acquainting the Fraternity with the scope and sweep of the work carried on. It is the unanimous opinion of those who know the facts, that such service as is rendered by our Utica Home is really a concrete expression of all of the highest and best ideals for which our Fraternity stands, and that all the Masons in the State of New York may share in the joy and satisfaction of the few who know, this pamphlet is published. Every man realizes that cold type is poor medium for the expression of the emotions of the soul and sentiments of the heart. But so far as can be done with the printed page we desire to introduce our readers to the Home at Utica, and at the same time give expression to the ideals and aspirations of the Craft that give the Home a rightful claim in every Mason's sympathy.

HISTORICAL RESUME.

As a background against which to paint the picture of the Home as it stands today it is necessary to take at the outset a retrospective view and to study the evolution of the ideas and plans that consummated in spite of many discouragements and difficulties in the founding of the institution. Prior to 1840 the Grand Lodges of Kentucky and Missouri had set a worthy example for the Masons of America in providing for the needy

NEW YORK STATE MASONIC HOME

View of the front of the main building, of which the corner-stone was laid, May 21, 1891, by John W. Vrooman, Grand Master of Masons of the State of New York; dedicated October 6, 1892, by James Ten Eyck, Grand Master. Photo by C. K. Frey, Utica.

brother, the widow and the orphan in Masonic Homes and Schools. The Brethren of this State were quick to appreciate the sincerity of purpose and spirit of fraternity that such institutions attested and manifested a growing desire to engage the Craft of the Empire State in the same field of Masonic endeavor.

THE FIRST DOLLAR.

It took the act of one man to focus the intentions of the New York Masons on the task. According to Past Grand Secretary Herring, on an occasion in the year 1842 a number of brethren were assembled around his desk discussing the project with which they were all so heartily in sympathy, when Greenfield Pote, Grand Tiler of the Grand Lodge placed a dollar on the Grand Secretary's desk and called it the first contribution toward the establishment of a Masonic Home. It was only a dollar, but it was a beginning and small as was the sum, it crystallized thought into action and discussion into generosity.

ORGANIZED ACTION.

June 8th, 1843, is an important date in the Masonic History of our State, for it was on that day that the first well defined and organized action in regard to the Home was taken. Then a petition signed by one hundred members of the Craft and accompanied by upward of $300.00 was presented to the Grand Lodge for the purpose of founding "an Asylum for worthy and destitute Masons, their widows and orphans." The Grand Lodge immediately appointed the committees necessary to formulate and devise plans and means whereby the project could be carried out, and requested the committees to report at a later communication of the Grand Lodge.

General Morgan Lewis, who served the State of New York as Governor, and whose public record is conspicuous for fidelity to the people's interest and loyal service to the Commonwealth, was Grand Master of Masons in the State when the idea and plan for the Home had its definite inception and origin.

GETTING UNDER WAY.

The Grand Lodge records reveal with what enthusiasm the Committees appointed in 1843 inspired the Craft. In June, 1846, the Hall and Asylum Fund amounted to $2,943; in 1859, $20,000; in 1861, $39,000 and in 1864 it totaled $49,000. This last increase was due to a resolution passed by the Grand Lodge instructing the Lodges of the State to collect from each member ten cents per month for the Fund. This instruction was not generally observed at the outset, but it was re-enacted in 1864, and resulted in bringing the Fund up to $74,000 in 1865. When

one reflects that it was at this very time that our Country was suffering under the cloud of the Civil War; that the nation was torn by discord and was bearing all of the hardships and bitterness attendant upon such a struggle, the facts just stated testify eloquently to the sincerity of the Masons of the last generation and to their fine fidelity to the highest tenets of our profession.

THE HOME AND EDUCATION.

It is interesting to note that in 1846, provision was made for a school in connection with the proposed Home in the following statement. "Resolved that a school for good, plain, useful education shall be established on the principle of the district schools." Later the interest of the Craft was so far awakened in the matter of the education of its youthful charges, that it was resolved that not only would they have the advantage of a district school instruction, but that they should enjoy the same educational opportunities as the children of the more affluent brethren. So in 1851 a report was presented to the Grand Lodge recommending the founding of a "Masonic College and Asylum." Throughout the many changes of plans, the idea of a school as part of the Home has persisted and today over the main entrance to the Home is a stone on which is inscribed "MASONIC HOME AND SCHOOL."

THE FIRST MOVE.

In the year 1851 it was recommended that the Grand Lodge purchase a property in the "center of the State" upon the following estimate:

150 acres to cost about	$10,000
Buildings and equipment	10,000

This estimate today seems exceedingly modest. But it is well to remember that in 1843, the year in which the plan for the Home had its inception, there were but 79 lodges and about 5,000 Masons in the jurisdiction. In 1846, there were about 175 Lodges with 12,000 members, while at the time of the dedication of the Home, our forces were numbered 726 Lodges and 83,287 Master Masons.

THE GOAL.

In 1864, the "Trustees' were duly incorporated by an act of the Legislature.

In 1869, the real estate at the corner of Sixth Avenue and 23rd Street, New York City, was purchased. In 1870, the cornerstone of Masonic Hall was laid, and in 1875 the completed edifice was dedicated. As a result of building and equipping the Masonic Hall, the Craft found itself in 1876 in debt to

the amount of $794,000. Consecrated endeavor on the part of the Fraternity's leadership kept reducing the amount until in 1889, under the administration of M.'. W.'. Frank R. Lawrence, the whole amount was wiped out and the Grand Master made the happy announcement to the Craft—"The debt is paid and the Craft is free."

THE MASONIC HOME.

In 1887, under the splendid auspices of the "Ladies Masonic Fair Association" a fair was held in New York City which netted the magnificent sum of $76,000 which was turned over to the "Trustees" to be devoted to the erection of the Asylum. Four years later, in 1891, M'. W'. John W. Vrooman, Grand Master, laid the corner stone of the Utica Home. On October 5th, 1892, M.'. W.'. James Ten Eyck, Grand Master, conducted the exercises of dedication. For over a quarter of a century the doors of the Home have swung wide with true Masonic hospitality to the Brethren of the Craft and their widows, who have needed a friendly and kindly environment in which to wait for life's sunset, and to the orphans, who in youth needed the protection of affection and incentive for high living and true citizenship.

THE HOME.

Location: Those members of the Brotherhood who had the task of selecting the site for the Masonic Home were men who went about the choice with the same conscientious consideration they might have shown in selecting a place to build their own dwellings. It was not a case of "anything is good enough if it's cheap enough." Rather their motto might well have been—"The best is none too good for the needy Mason." And so, in the suburbs of the beautiful city of homes—Utica, the most centrally located municipality in our Empire State—the place was found and there today, overlooking from a slight eminence the charming valley of the Mohawk, stands in stone and mortar a concrete testimony of how well they did their work.

It is an imposing sight that greets one's eye, as he swings up the broad and well kept driveway, bounded by rolled lawns, beautiful herbage and conventional flower plots. His Masonic enthusiasm aroused by the magnificent group of buildings, stretching out before him quickly crystallizes into the emotion of honest and righteous pride. There before him in endurable masonry, in a masonry that all the World can understand, is a tangible expression of the Masonry he was taught behind tiled doors. There in a form not to be gainsaid, is a witness to Masonic sincerity and a refutation to the idle lies told by idle

lips of the craft's hypocrisy. There is a Temple of Peace, a City of Refuge, a Haven of Comfort for the needy and the distressed. There the corn of nourishment, the wine of joy, and the oil of peace, come to those who otherwise would know the pinch of hunger, the cup of bitterness, and the crushing fear of insecurity. They say that when the ancient anchorites finally arrived at the Shrine toward which they had long pressed as anxious pilgrims, the first sight of the holy place brought them to their knees in prayer. The true Mason, making his first pilgrimage to the Home may not fall upon his knees, but his heart beats quicker and his soul is stirred by an emotion that is not vastly different from prayer.

The driveway terminates at the door of the Administration Building; to the left or east end is the Hospital and the beautiful Chapel with its classic colonial lines; to the right or on the west side is the Memorial, or Boy's building, and by its side the fine well built (fireproof) Girl's Dormitory, which was presented to the Home by the Knights Templar of the State of New York.

THE ADMINISTRATION BUILDING.

Upon entering the front door of the Administration Building, the main stairway with its beautifully carved and massive woodwork flanked by two heavy brass electroliers, comes into view. The large main hallway surrounding the staircase, contains four interesting tablets, each commemorating an epoch in the planning for and building of the Home and two of them carrying the names of men who had much to do with the founding of the institution. One bears the date of the laying of the corner stone, together with the date when the finished edifice was dedicated. Another is dedicated in grateful appreciation of the genius, energy and devotion of M.'. W.'. Frank R. Lawrence, who as Grand Master succeeded in freeing the Fraternity of the debt incurred in building the Masonic Hall and so making it possible for the Asylum Fund to be raised. A third is a tribute to the Ladies, whose fine spirit of co-operation and magnificent helpfulness aided so materially in securing money for the work. The fourth reads: "This Asylum for the Aged and Infirm Brother, the Destitute Widow and the Helpless Orphan was erected A.D. 1891 and 1892 by the Fraternity of Free and Accepted Masons of the State of New York under the supervision of the Board of Trustees at that time."

It might be well to make an observation concerning one statement appearing in the last tablet, *i.e.*, "Aged and Infirm Brother." Since the doors of the Utica Home were opened, as

a Craft, we have been able to care for the aged and the infirm who were and are indigent financially. These, however, are not the only aged and infirm who have a right to our consideration. There are those who are indigent physically and these, because of a lack of hospital accommodations, the Trustees have found it impossible to take into the Home. That we have an obligation to those infirm who are indigent physically as well as those of the Brotherhood who have been financially unfortunate goes without discussion. And to provide for their care, the recent Grand Lodge has authorized the building of a hospital which shall be dedicated as a Memorial to the Soldiers and Sailors of the Craft who gave their lives in the defense of the World's Liberties in the Great War. The corner stone of the Hospital, which, when completed will cost approximately $650,000, was laid by M.'.W.'. William S. Farmer, Grand Master, on September 20th, 1919.

But now to resume our pilgrimage through the Home. Opening off the Hallway to the right is the Superintendent's Office. This is the Sanctum Sanctorum of the Temple. Here presides the man whose fine fidelity to the trusts reposed in him makes the institution a Home and not an Asylum. Brother Wiley has a genius for homemaking. As an executive he is wise and efficient, as a student of human nature he follows an intuition of kindliness that makes few mistakes, and as an administrator he is fair, and through a display of a fine sense of justice holds the confidence of all the members of the Home. But it is the big heart and sympathetic spirit of the man that makes him the power for good that he is at Utica. The children call him "Papa Wiley," poor little kiddies who draw all the paternal affection that life will afford many of them from the genial and tender soul of our Brother. It would be a fatal blunder to fail to mention "Mother Wiley" just here. She is the capable helpmate of a strong man. From her radiates a maternal spirit that keeps a big institution "homey" and that heals up the little disappointments and heartaches that come in childhood, no matter where it is passed.

Still to the left of the Office is the Children's Library and Study Room. Once the chapel, it still has the light that streams in the room, softened by cathedral glass. It is furnished with individual desks—each desk with its own electric light, for here the children gather at night to do the school "home work." The accommodations are as luxurious and comfortable as those of any high priced private school. After the study hour is over, before the children retire, the Superintendent or one of the older children leads in Vesper prayers.

Returning to the Hallway, the Reception Room to the right looks inviting. Here the guests of the Home receive their visitors.

Adjoining the Reception Room is the Library, where a well selected collection of books is always on hand. And beyond the Library are the Ladies Parlors. Here, in quiet happiness the ladies sit and chat, knit, read or follow any other diversion they wish. Occasionally Brother Wiley reads to them and at different times during the month a stringed orchestra gives a musical. Everything possible is done to make sunset years happy.

Before going further, turn into the Smoking Rooms where the Brethren spend their time when indoors during the day and where they while away the evening hours. All the comforts of a well equipped club are here. There are cards, chess, checkers, and other games. If you think you are a pinochle player or a checker expert there are those present who will very gladly instruct you in those matters which you don't know about the games. If you do not wish to play here you will find the daily papers and current periodicals for your perusal. Just beyond in the Reading Room, you can write a letter home. In the Reading Room, too, you will find the billiard and pool tables, which were generously donated by R.'. W.'. Tom Johnson, Past District Deputy of the Old 26th District. This room seems to be the most attractive, for the men congregate here in larger numbers than anywhere else.

The Home carefully provides for the every want of these venerable Brethen; clothes, medicine, physician, dentist, teeth if needed, glasses, and last but not least, tobacco. Those who are physically able are expected to give a few hours of their time each day assisting in the work of the Home by the performance of light tasks.

The sleeping rooms for the old people open off the long 270-foot hallway. Each room accommodates from two to six persons and is furnished with a consideration for every comfort. For sheer safety's sake no person is allowed to occupy a room alone. The installation of electric lights and sprinkler system has added much to the comfort and safety of the entire "family" at Utica.

Incidentally it might be here noted that all of the buildings are steam heated from one plant. The laundry also is a detached building, with all modern up-to-date equipment. While some of the buildings are not fireproof, they are all equipped with automatic sprinklers. Experts on fire prevention assert that this equipment makes a building practically unburnable.

And now to the Dining Room. It is one of the most interesting spots at the Home. The room itself is immense, 270 feet long

with two rows of tables running its full length—each seating eight people. Here the old people gather at meal time, and enjoy a fare that is everything that could be desired at the table of your own homes.

The children's hall is at the end of the long Dining Hall. At meal time this is a happy, noisy place. Laughter and cheery chatter prevail. But there is no uproar or disorder. A firm but kindly discipline is maintained at all times. No evidence of a charitable institution is found in this room. It seems rather to be prepared for a pretty children's party. All about are decorations of flags, banners and streamers. Lanterns hang from the ceilings, each lighted by an electric bulb. Here the children often have a dance—and a children's dance in such surroundings is as pretty a sight as you would wish to witness.

Enter these dining rooms at meal hours, and for the first time you fully realize the wide scope of the ministry of the Home. A bell is rung, and everybody, old and young, takes his or her allotted place at the table. For a moment quiet prevails, for no one is allowed to commence to eat until a second gong is sounded. It is not a case of first come, first served. A dignity and order is observed that gives every diner an opportunity to enjoy the meal, whether he be slow or spry. In the children's Hall, the seating is arranged according to age, the oldest sitting nearest the adult dining room and then the size of the diners grows smaller and smaller as you pass from table to table until you finally come to the "High Chair Division" with its "Bread and Milk Brigade." Now take a look backward, down the full length of both Dining Halls. Get the perspective. The youngest person in that group is a little girl member of the "Bread and Milk Brigade" who has no feminine reticence about giving her age. Why should she, for she is but two years and three months old. Seated in the other hall is the oldest inmate of the Home, who admits to 96 years of life history. Springtime and Winter—Dawn and Twilight—Promise and Decay—Tomorrow and Yesterday.

A modern kitchen with every convenience and equipment of a first class hotel adjoins the Dining Halls. The food is conveyed from the kitchen to the halls in perambulatory service tables and so is served quietly, quickly and while steaming hot. All the bread, cake and pastry is baked on the premises.

EDUCATION.

The intellectual development of the children of the Home is carefully attended to. The little tots have their Kindergarten and are under the care of a trained Kindergartner. Through

the medium of play they are taught system and order. Every appurtenance of the most modern Kindergarten is found in this room. The older children are instructed at the Home until they are ready for the 6th Grade. Then they are sent to the Public Schools in Utica; 180 at present attend these schools. Means have been provided whereby collegiate training can be given to any child of the Home whose progress in any given line seems to warrant such training. The small children who attend school in Utica are driven to and from their studies in an auto bus, so that in all weather they are able to go and be punctual.

. The older girls aside from their regular school studies are instructed in stenography, typewriting, telegraphy, dressmaking, millinery and cooking. Those who show talent are given lessons in music. The cooking is taught in a thoroughly equipped cooking laboratory. There, too, the girls are taught the first essentials of housekeeping and are so prepared for a future life as capable, efficient home makers.

The older boys are instructed in stenography, typewriting, telegraphy and manual training. The workshop is the boy's delight. It is equipped with excellent tools, lathes and every essential for full manual training. In the shop there are some splendid samples of the boy's work in the form of furniture, ornaments, cushions, leather and metal work, all as well made as could be found in any market. The instructions are all given by a competent mechanic in charge of the Department.

The Home has its own orchestra of 40 pieces and a fine orchestra it is, too.

The well equipped Gymnasium is another popular place among the children. Regular physical exercise is given here to all the children under the supervision of an expert physical instructor. A new pavilion has been recently erected for a winter and bad weather playground. The Home also boasts of a fine swimming tank, 36 feet by 18 feet, with the water graduating in depth from two feet to six feet two inches. The water is heated to a comfortable temperature and in the tank every child is taught to swim.

Out of doors are those happy gathering places, the playgrounds. There you will find swings and see-saws and all kind of things to please the children. There is a fine baseball diamond and the Home Team has been one of the best of its type in Utica. There are basket ball courts and a football field and in both of these sports the Home lads have given a good account of themselves. These games, played on such beautiful grounds attract a large attendance of vistors from the City.

THE NURSERY.

This is one of the most interesting rooms in the Home, for wherever the wee people are, one's heart is unusually stirred. A happier group of kiddies cannot be found anywhere than the group in the Home. The floor is covered with toys. Little cribs line the walls. Every baby comfort is provided. Kindly nurses care for every want.

THE FARM.

Across the fields stand the farm buildings. The buildings are all up-to-date and well kept. Recently there has been built a hollow brick, fireproof cow barn with a capacity for 104 cows. It contains ample room for storing hay, two large silos, in fact it is an up-to-the-minute certified cow barn. Here is kept our magnificent head of grade cattle, providing all the milk, and, that of the highest grade, which the Home can use. There are three teams of splendid horses and an up-to-date tractor. The piggery is one of the most complete and sanitary in the state. The floor is concrete, there is a concrete yard 25x25 feet as well as a second yard 50x50 feet with earth bottom where the pigs can root to their heart's content. Running water has been installed and the place is flushed out every morning. There are on an average 75 pigs in residence. The hen-house keeps the Home well supplied with eggs. Then at the extreme end on the side of the hill is the sheep-fold with 60 sheep.

FACTS AND SOME STATISTICS.

The Boy's Building is known as "Memorial Building". Our late Brother Edwin Booth, the actor, donated $5,000 to be used in its construction, and it was erected to his memory. It was built in 1906. Since that time additions have been added until now it is twice its original size. In the "Memorial Building" there is a room fitted up with billiard tables, shuffle-boards, books, etc., for the larger boys. It is known as the "Boys Club" and was furnished through the generosity of the old 42nd District. The Home and grounds cover 298 acres.

During the years of its ministry 469 children and 1430 old people have been cared for.

Originally boys were not kept in the Home after attaining the age of 15, nor girls after reaching the age of 16 to 18 years. Today there is no age limit, and all the children are kept in the Home until they complete their educations and good positions are found for them. A complete record of each child's whereabouts after leaving the Home is carefully kept.

The average number of inmates during the 12 months ending December, 1919, was 451.

The total cost of maintenance for that period was about $200,000, making a per capita cost of $430.00 for 12 months.

The staff connected with the Home numbers 96 people. Does not include members who do some light work for a few hours daily.

Somewhat over 3,000 tons of coal used annually.

The number of visitors to the Home increases every year. Last year that number was about 25,000.

The Home uses on the average 50 barrels of flour a month.

ANNUAL REPORT OF TRUSTEES

In the annual report of the trustees for 1919, submitted to the Grand Lodge, R∴ W∴ William A. Rowan, president, said in part as undernoted, which should be interesting to the members of the Craft in this jurisdiction:

HOME.

(1) That 23 of the Home boys served with the colors, some of whom are still over there, and one girl is nurse with the Army of Occupation in Germany. Three of the boys were wounded.

(2) That while 124 children had influenza, all recovered. In this connection, your attention is drawn to the fact that while the Home has been open for 26 years and has cared for 435 children, not one has been lost, and as 362 have been under the present management covering a period of over twelve years it is a great tribute to the watchfulness and care of Superintendent and Mrs. Wiley.

The expenses for the year show an increase, but not out of proportion to the conditions which obtained and which in a large measure continue.

The income available for the Home last year was $245,160.51; the expenses $196,179.95, leaving balance of $48,980.56. On the basis of the same interest charge as the preceding year, this would have meant a deficit of $16,394.44, emphasizing the wisdom of the timely reduction in the amount of the incumbrance on our property.

The per capita tax and fees this past year lacked $54,597.45 of meeting the expenses of the Home and $20,650.80 the previous year: the reason for this is apparent when consideration is given to the fact that the tax and fees remain unchanged while the cost of everything purchased for the Home has greatly increased.

The increase in the number of children to which your attention was drawn a year ago continues, and although there were twenty-

seven withdrawals during the year, there are nineteen more children in the Home now than a year ago and there are eight less adults.

FARM.

The farm showed some improvement over the previous year, but as heretofore, its principal advantage is in fresh farm products.

NEW YORK PROPERTIES.

In 1922 the Soldiers and Sailors Hospital was finished and dedicated with impressive exercises. A great feature of the occasion was a parade of over 20,000 Masons, the largest parade in the history of the Mohawk Valley. In the fall of 1922, the beautiful World War memorial group of statuary was unveiled at the northern end of the Hospital building. It was the gift of the Italian lodges of New York City. The Hospital is a model institution and, with its beautiful surroundings of shrubs, evergreens and blooming flowers, it forms a splendid addition to the Masonic Home plant. The Tompkins Memorial Chapel, at the eastern side of the Administration Building, is a handsome architectural addition to the Home buildings.

SOLDIERS' AND SAILORS' MEMORIAL HOSPITAL

One of the fine group of buildings at the Masonic Home, Utica. It was dedicated with impressive ceremonies and a great parade in 1922. It is a memorial to the Masons of New York, who were soldiers and sailors in the World War.

CHAPTER 132.

HYDRO-ELECTRIC DEVELOPMENT IN THE UPPER MOHAWK VALLEY.

By J. Lyman Gollegty, Utica Gas and Electric Co.

1897-1925, SKETCH OF THE GROWTH OF THE UTICA GAS AND ELECTRIC COMPANY AND ITS DEVELOPMENTS ON THE WEST CANADA CREEK AT TRENTON FALLS, EAST CANADA CREEK AND THE MOHAWK RIVER AT LITTLE FALLS—FIRST MOHAWK VALLEY HYDRO-ELECTRIC DEVELOPMENT AT DOLGEVILLE IN 1897—UPPER MOHAWK VALLEY INDUSTRIAL POWER POSSIBILITIES—MOHAWK VALLEY SUPER-POWER SYSTEM.

The western entrance to the Mohawk Valley is a center of great industrial activity. Its past has been crowned with great achievements. So great an authority as Roger Babson has predicted that this section of New York State is bound to become the manufacturing center of the United States. Naturally enough one wonders just why this is so. The answer is a most logical one. Unusual water power facilities have created an abundance of electrical energy which, economically produced and sold, affords attractive opportunities for industrial operations.

The Utica Gas & Electric Company, which supplies the demand for power in this territory, has established a decidedly high rating for itself and is now recognized as one of the 20 leading concerns of its kind in the entire country. This company was incorporated in 1902, and represents a merger and consolidation of 17 companies which have been organized and have operated in the territory it now serves. It traces its early history back to the Ilion & Mohawk Gas Light Companies and the Little Falls Gas Light Company which were formed in the summer of 1869. The Utica Electric Light Company, incorporated January 9, 1888, was the first electric power company organized in this section. Subsequently the following electric companies have become a part of what is now the Utica Gas & Electric Company: Utica Electric Manufacturing & Supply Co., Trenton Falls Electric Light & Power Company, the Utica Electric Light & Power Company, the Equitable Gas & Electric Company of Utica, the Herkimer County Light & Power Company, the Dolgeville Electric Light & Power Company, the United Gas & Electric Companies of Little Falls, Little Falls Electric Light & Power

Company and the Herkimer County Light & Power Company. Through purchase of stock the Utica Gas & Electric Company also operates the College Hill Electric Light Company of Clinton, the Progressive Electric Light Company of Franklin Springs and the Central New York Power Company of Canastota.

The hydro-electric power of the Utica Gas & Electric Company's system is produced at three distinct plants located on as many streams. These are at Trenton Falls, on West Canada Creek; at Little Falls on the Mohawk River, and at Dolgeville on the East Canada Creek. This system of hydro-electric plants is supplemented by two large steam-electric plants in Utica, at Harbor Point and Washington Street.

Trenton Falls in Oneida County is one of the most picturesque water scenes in the United States. A generation ago its magnificence was known far and wide to tourists and adventurers, who came in many instances thousands of miles to view its charm. Indeed, at one time in its history, Trenton Falls vied with Saratoga Springs and Newport, R. I., as the leading resorts of the nation. And one does not express amazement at this fact, once he views the cascades and canyon of beautiful Trenton. Here the West Canada Creek, in a series of four waterfalls drops approximately 275 feet through the gorge to a quiet pool below.

Few people realize that this provides a higher water head than Niagara Falls, and that it is one of the highest developed power heads east of the Rocky Mountains. It is a fact that when the first hydro-electric development was made at this point in 1899-1901, the highest head east of Pike's Peak had been obtained. Since that time, several of approximately the same head have been established in the Appalachian system.

The Utica Gas & Electric Company has attained a record of perfection in its line that distinguishes it frequently from contemporaries. This is constantly shown in its progressive policy of adopting the newest and most up-to-date facilities. This has always been the case. When the Trenton Falls project evolved itself the first hydraulic turbines designed by American engineers and built in America were purchased. These were then the "last word" in scientific and mechanical achievement. Previously all high efficiency and high head turbines had been designed in or imported from Europe. These American built machines are still giving good service. Each of the four turbines furnishes 1,350 horsepower.

With the advent of the World war it was found necessary to greatly increase the capacity of the Trenton Falls plant due

to the excessive demands of the increased industrial expansion. Three new turbines and generators of 10,750 horsepower each were added. A new plant adjoining the old one was erected at this time. These two plants now have a combined capacity of 35,400 horsepower. They represent a most attractive property in a setting of rare charm. Here Nature's beauty is retained in almost virginal state. The scars usually made by industry are at a minimum.

At Little Falls on the Mohawk River can be seen a plant which has three units with a total capacity of 2,100 horsepower. The project at Dolgeville came into existence in 1897, the first modern hydro-electric plant in Central New York. There is a head of 72 feet at this point, known as "High Falls" on East Canada Creek. Plants at Middleville and Newport, constructed about 1900 and 1910 were of a crude type. A new modern plant was erected at Newport in 1914. After being merged with the Utica Gas & Electric Company, the Middleville property was abandoned.

These represent the hydro-electric generating plants owned by the Utica Gas & Electric Company in the Upper Mohawk Valley. It is, of course, necessary in distributing the current to have adequate sub-stations in various important sections of the great industrial territory it serves. These are located at Washington Street, Cornelia Street, and Turner Street, Utica; Whitesboro, New Hartford and Sauquoit, Holland Patent, Rome and Ilion.

To guard against exigencies which, in the course of ordinary events, would interrupt the transmission of current generated at the hydro-electric plants, two large and very modern steam-electric plants are in use in the city of Utica, at Harbor Point and at Washington Street. Should lightning interrupt the service from Trenton Falls, Newport, Little Falls, or Dolgeville, the steam-electric system is immediately placed in operation, thus practically insuring a continuous service. This also is the case in the possible event of a water shortage, although the streams upon which the hydro-electric power is generated, are adequately protected. They are assured o fan abundant flow of water with large state reservoirs standing by in case of such an emergency.

While the industrial activity in the upper Mohawk Valley during the early decades of the twentieth century is well provided for in the plants and properties listed above, the Utica Gas & Electric Company has looked into the future. There are several sites open for future prospective development. It will be possible to obtain 25,000 k. w. a short distance above Trenton Falls on the

West Canada Creek. It is likely, too, that when necessary, two 16,000 k. w. units will be erected in place of the four turbines and generators now producing 1,000 k. w. each in the old section of the Trenton Falls property.

At Poland on the West Canada Creek, 3,500 k. w. are available at any time. It is possible, also, to increase the production from 300 k. w. to 1,000 k. w. at Newport. These projects have been considered and are listed for development when and if necessary.

Diligent study of the possibilities provided by the various streams in the adjacent territory would show other sites for development, all of which are dependent upon future needs. Two new sites that have not been thoroughly analyzed, but which it is possible to develop have been located at Taberg on Fish Creek and at Enos on Black River. The potential power of these two sites is given at 28,000 k. w. and 3,000 k. w. respectively.

Thus Utica, and its smaller industrial neighbors, Rome, Frankfort, Ilion, Mohawk, Herkimer, Little Falls and a score of other villages are adequately provided for in the present and future. Taking its cue from the federal government, the Utica Gas & Electric Company, in conjunction with the Northern New York Utilities Company, the Adirondack Power & Light Corporation, Cohoes Power & Light Company and other important hydro-electric concerns, has constructed interlinking high tension lines which form another assurance against interrupted service. This improvement also provides for sharply increased demands upon the power lines of any of the individual companies so connected. Power is thus purchased from other companies whenever the necessity requires. This Mohawk Valley super-power system is indicative of the great importance of the Valley to the industrial life of the eastern United States. It is a good augury of what the future affords.

It is not a long time since that electrical wizard, Edison, in his research laboratory, then a humble frame shack, conceived the impossible and invented the incandescent lamp. The year 1878 saw it perfected. Four years later it was introduced for commercial uses. Today, less than 50 years distant, electricity not only lights the homes and factories of the world, but has been proven one of the most vigorous and forceful instruments for progress in the history of mankind. In 1895, the first crude and seemingly impossible motor was constructed. In 1901 one of the longest transmission lines in the world—15 miles long—was erected between Trenton Falls and Utica.

What has happened in the march of progress since that time is largely the history of electrical development. Factories, markets, shops, stores, all date their modern success and progress from the discovery of electricity's lighting and motive power. What is so of America and the world in this respect is equally so of the Mohawk Valley. The Utica Gas & Electric Company has indeed been a vital factor in the march of industrial progress in the Upper Mohawk Valley.

CHAPTER 133.

THE VILLAGE OF WHITESBORO.

SETTLED IN 1784—POSTOFFICE ESTABLISHED IN 1796—VILLAGE OF "WHITEHALL LANDING" IN 1811—1802 TO 1850, WHITESBORO "HALF SHIRE" TOWN OF ONEIDA COUNTY—IRON WORKS ESTABLISHED, 1871—KNIT GOODS MANUFACTURE, 1890—LOCK NO. 20, EASTERN SUMMIT LEVEL LOCK OF THE BARGE CANAL—WHITESBORO IN 1920 A PART OF THE UTICA CITY DISTRICT—SAUQUOIT CREEK OUTLET.

Whitesboro Village is in the Township of Whitestown, on the New York Central Railroad, the south shore highway and the Mohawk River and Barge Canal. The town lies on the west side of Sauquoit Creek, at the foot of a low hill which rises southward, about 200 feet above the Mohawk to a fertile and picturesque plateau. The Mohawk River flats are nearly two miles wide. A bridge here crosses the Mohawk.

An interurban trolley connects with Rome and Utica. There is a considerable interchange of workers with the latter city. The principal manufactures are knit goods, furniture and heaters.

The village has water works, electric light and power and a sewer system.

Settlement by Hugh White, 1784.

The location of Judge White at Whitesboro in 1784, is here commemorated by a monument. From Judge White, its founder, the village of Whitesboro and township of Whitestown take their names.

Regarding Judge White's settlement here Jones' "Annals of Oneida County" has the following, which is of interest as it shows the way in which many of the early settlers came into the Mohawk Valley, the manner in which they started to live, their contact with the Indians, etc.:

Hugh White [1733-1812] removed from Middletown, Connecticut, in May, 1784, and arrived in what is now Whitestown on the 5th of June. He came by water to Albany, crossed by land to Schenectady, where he purchased a batteau, in which he made a passage up the Mohawk River to the mouth of the Sauquoit Creek. His four sons, a daughter and a daughter-in-law accom-

panied him. When he left Middletown he sent one of his sons with two yoke of oxen by land to Albany, who arrived there about the same time as did his father. As the family proceeded up the Mohawk in the boat, their teams kept even pace by land.

Judge White was one of the purchasers of the Sadaqueda patent with Zephaniah Platt, Ezra L'Hommedieu and Melancthon Smith. On White's arrival (1784) at the Sauquoit he built a temporary bark shanty. His next house of logs he built at the eastern termination of the village green and about six rods southerly from the Utica Road. "The house erected was peculiar. He dug into the bank so that the lower story was underground and the upper was built in true primitive log house style. The ridge pole for the support of the roof was upheld by forked trees, cut and set in the ground, and the roof was composed of slabs, split for that purpose from logs. This was the first house erected on the Indian and Military Road, between Old Fort Schuyler (Utica) and Fort Stanwix."

Early Whitesboro settlers were pioneers by the names of Platt, Gold, Wilcox, Tracy, Capron, Green, Cheever, Walcott, Maynard, Mosely, Bradley, Stevens, Doolittle.

For ten years following its settlement Whitesboro was the most important settlement in the state west of Herkimer.

In 1791 some steps were taken to improve the road west to the Genesee River and in 1792 stages ran up the south shore road from Schenectady to Whitestown, extending their route westward to Geneva in 1794. In 1796 a postoffice was established here.

In 1811 the "Village of Whitehall Landing" was incorporated but the name was changed to Whitesborough. In 1812 Judge White, founder of the settlement, died at the age of 79 years.

Oneida County court was alternately held at Utica and Whitesboro from 1802 to 1850, since which time Rome and Utica have been the shire towns of Oneida County, court being held in each city. The court house and jail were donated by Judge White and his grandson, Mr. Philo White, donated the property to the village as a town hall and council chamber.

An iron works and machine shop were established here in 1871 and knit goods manufacture was started in 1890. In 1921 the Utica Heater Works removed to Whitesboro where they have a large plant. A large percentage of the population is (1924) employed in the manufactures of Utica and its industrial district.

Summit Level Barge Canal Lock No. 20.

On the western limits of Whitesboro, and over one mile east of Oriskany, is the Barge Canal Lock No. 20, which is the eastern lock of the canal summit level running westward 18 m., to New London, marking the divide between the waters of the Great Lakes and the Atlantic seaboard. This Oriskany lock raises the water from a sea-level elevation of 404 feet below to 420 feet sea elevation of the summit level above the lock.

A bridge crosses the canal just above this lock. Over it a highway runs north through Marcy to the Black River and Adirondack roads which diverge at Barneveld.

CHAPTER 134.

THE VILLAGE OF ORISKANY.

ORISKANY CREEK—HERKIMER'S CAMP—HISTORICAL ORISKANY BATTLEFIELD.

Oriskany village was incorporated in 1914. It has manufactures of iron castings and paper makers' felt. In 1913 the village had two factories with 251 operatives. A bridge here crosses the Mohawk.

Oriskany Creek.

Oriskany lies on the western bank of Oriskany Creek, which here enters the Mohawk, and from which the village takes its name. Oriska was the original form of the Oneida word meaning "the nettles."

The Oriskany rises near Bouckville, 23 m. s. w. (airline distance from its outlet here). On its banks lie Hamilton College at Clinton. The Oriskany forms a gateway to the Chenango branch of the Susquehanna, for a highway, for the New York, Ontario & Western Railway and for the old Chenango Canal (1836), now abandoned. Close to its headwaters is Hamilton, where Colgate University is located.

Oriska, Oneida Village.

Before the Revolution, the Oneida Village of Oriska was here located, as shown on the D. A. R. markers of 1912. The Oneidas were largely friendly to the American cause, and after the Revolutionary war the village here continued until about 1793, it being then the only Iroquois Indian village in the Mohawk Valley. The 1793 village had six log houses, five on the east bank of the Oriska and one, that of the chief, on the west. It is said that in 1785 several of the houses had great hoards of silverware and other plunder taken from the middle and lower Mohawk Valley settlements during the Revolutionary War (1775-1783) by hostile Indian raiders.

General Herkimer's Camp, August 5, 1777.

On the night of August 5, 1777, the American militia brigade, under Gen. Nicholas Herkimer, camped for the night between

the Sauquoit and Oriskany creeks. The site is located by a D. A. R. marker of 1912. The Americans were on their march from Fort Dayton (Herkimer) to the relief of American Fort Stanwix, (at present Rome).

From this camp Herkimer sent three scouts forward to Fort Stanwix, informing General Gansevoort of his approach and intending attack. These scouts carried a message requesting that the fort fire a signal gun on the arrival of the couriers, when both Herkimer's force and the garrison would attack the enemy.

These scouts were Capt. Mark Damuth, John Adam Helmer, and a third, whose name is unknown.

On the morning of the 6th, Herkimer's officers and men became impatient and finally mutinous over the delay, calling their commander a coward and a traitor. General Herkimer pleaded with them, advising caution as a part of the victory. Finding that restraint was useless, the General finally ordered his troops to march and they rushed pell mell forward into the ambuscade of Oriskany, two miles west of present Oriskany village.

Oriskany, Historical.

In 1787 there were three log houses of white settlers located on the site of Oriskany, besides the six log cabins of the Oneida Indian village of Oriska here then located.

Col. Gerrit G. Lansing of Albany purchased a tract of 400 acres of land, embracing a large part of the present village of Oriskany, and settled here in 1802. Colonel Lansing is generally considered as the founder of Oriskany.

In 1821 a postoffice was established here. The manufacture of cotton cloth was started at Oriskany in 1811 and continued until 1854, fine broadcloth selling as high as $10 a yard being also produced. The factory, after various changes, was, in 1880, converted for the manufacture of paper makers' felt. The iron industry here was established in 1879.

Opposite Oriskany's eastern limits, on the north shore turnpike, are the new buildings of the New York State Hospital for the Insane, which was made an addition to the Utica State Hospital for the Insane in 1922. To the southeast of Oriskany is Summit Park, a favorite summer amusement place for Utica and Rome.

Oriskany Battlefield—A State Park.

Two miles west of the Oriskany Central Station is the Oriskany battleground, where General Herkimer's Tryon County Militia were ambushed by Johnson's Tories and Brant's Indians,

while the Americans were marching to the relief of the beleagured garrison of Fort Stanwix, on the site of present Rome. The date of the battle was August 6, 1777.

"After five hours of terrific combat the Americans beat off their enemies in what is said to have been 'the bloodiest battle of the Revolution' and one of the decisive conflicts for American liberty." See "Chapter 62-1777, The Battle of Oriskany."

The visitor to the Oriskany battlefield can readily see the position of the Americans. They were ambuscaded in the ravine to the east, across which a corduroy road ran at the time of the battle. The American militiamen fought their way to and held the low plateau, bounded on the east by the ravine, on the north (where the monument stands) by the swampy flats, and on the west by Bloody Gulch, where some terrific fighting took place. Only on the south was the position exposed.

An imposing shaft marks the battleground on its most sightly point. There is also a D. A. R. marker of 1912, locating the place where the wounded General Herkimer sat beneath a great beech tree and calmly directed the battle to a victorious conclusion. This is the last of the markers erected by the Mohawk Valley chapters of the D. A. R. in 1912, showing the route taken by General Herkimer from his home at Fall Hill, about three miles east of Little Falls, to the field of Oriskany. Herkimer died at his home, August 16, 1777, ten days after the battle.

In 1925 the State Parks Commission designated the Oriskany battlefield as one of the new state parks, to be purchased out of the $15,000,000 bond issue for the extension of the state park system. The Oriskany battlefield is annually visited by numbers of people. With the improvement of the Oriskany to Rome south shore highway, the battlefield will become a mecca for thousands of patriotic Americans. It will doubtless play a large part in the sesquicentennial celebration of the battle of Oriskany, August 6, 1927. This anniversary will probably be a celebration by the entire and united Mohawk Valley, in which Oriskany village, its patriotic societies and its always patriotic citizens will, doubtless, play a large part.

CHAPTER 135.

THE CITY OF ROME.

By E. D. Bevitt
Secretary Rome Chamber of Commerce.

ORISKANY SWAMP OF TWENTY YEARS AGO—CONSTRUCTION OF BARGE CANAL—DEVELOPMENT OF THE GREAT BRASS AND COPPER INDUSTRY—VARIOUS OTHER INDUSTRIES—THE CITY OF TREES—"ONE-TENTH OF THE COPPER USED IN THE UNITED STATES IS MANUFACTURED IN ROME"—NOTEWORTHY TWENTIETH CENTURY CIVIC FEATURES.

Another Rip Van Winkle, awakening in Rome in 1925, would find several things to excite his wonder in addition to the changes incident to the growth of over 60 per cent, which the city experienced in the first twenty years of the present century.

Remembering Rome as being located on the north edge of the Oriskany swamp, he would find immediately south of the city 500 acres of valuable muck land producing the finest kind of celery, lettuce, carrots and other produce with 2,900 acres more awaiting the gardener's hoe.

Informed that twenty years had passed since his last waking hours, he might visualize a city of 28,000 people with a corresponding increase in the size and number of its varied industries but he would not expect to find "The Copper City" with eight flourishing copper mills consuming as raw material more than one-tenth of the copper used in the United States.

The Oriskany swamp of twenty years ago became the muck lands of today by reason of a fortunate circumstance in connection with the construction of the New York State Barge Canal. Rome is on the divide between the Hudson and Oswego rivers. It was desirable to hold the number of locks in the canal to a minimum and the engineers found it feasible to cut through the summit of the divide and obtain a single level from New London to Carey's Corners. This brought the Canal through the north edge of the Oriskany swamp ten feet lower than the old Erie Canal and several feet below the water level of the swamp.

Thus the swamp was drained and thus Rome received a material benefit not foreseen when the Barge Canal was first projected.

The construction of the Barge Canal wrought other changes

COURT HOUSE AND GANSEVOORT STATUE

Oneida county court house at Rome, in front of which stands the statue of General Peter Gansevoort, defender of Fort Stanwix in 1777.

THE ROME CLUB

On the site of Fort Schuyler of 1777. The great elm close to the old mansion was a sapling in the enclosure of the fort. It is one of America's historic trees. Near the cannon the first American battleflag was raised, August 3, 1777.

in Rome beneficial on the whole but not without their drawbacks. The new line of the Canal crossed the tracks of the New York Central Railroad in two places within or near the city limits. In order to avoid this, the main line tracks were revised to keep them south of the Canal, thereby eliminating several very dangerous grade crossings in the heart of the city, but necessitating the removal of the passenger station to its present somewhat remote location south of the tracks near Mill Street. Two of the old main line tracks have been retained as industrial tracks. They are connected with the main line east of the city, but do not cross the Barge Canal in the west end.

The building of the Barge Canal on a new alignment was one of a long series of changes in the waterways in and around Rome. First there was the building of the Inland Lock and Navigation Company's Canal connecting Wood Creek and the Mohawk River. This canal has entirely disappeared, although its alignment is known. Later came the construction of the original Erie Canal about a half mile southwest of the city. The old channel of this canal is an open drainage sewer. Still later when the Erie Canal was enlarged, Romans exerted their influence to have the alignment changed so as to carry the canal through the city. This canal has been abandoned and the lands occupied by it are in the course of being transferred to the city. The Mohawk River itself is now in the Barge Canal from a point just south of Rome eastward for a number of miles and its former channel is still to be traced through the lowlands of the valley, which carries some water in its course.

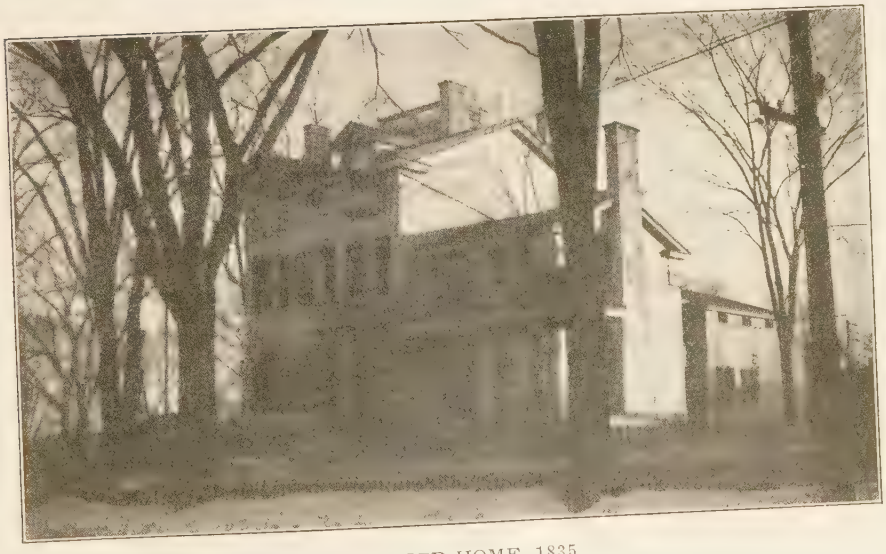
A power race which left the Mohawk River about the intersection of First Street and joined it again near the present Mill Street bridge has disappeared. The march of events has rendered the Black River Canal obsolete and its abandonment at an early date is foreseen. These changes together with the draining of the Oriskany swamp and the creation of Lake Delta four miles north of the city constitute a series of changes in waterways not equaled perhaps at any other point in the country.

The development of the great brass and copper industry in Rome is a monument to a group of able and progressive Romans headed by the late Mr. J. S. Haselton, all of whom seem to have had a natural talent for it.

While brass and copper is the predominating industry, Rome is not a one-industry town.

In addition to its brass and copper mills Rome has substantial and flourishing plants producing knit goods and underwear, me-

THE AMERICAN CORNER, ROME



STRYKER HOME, 1835

Residence in 1924 of Dr. M. Woolsey Stryker, former president of Hamilton College, on the site of the northeast bastion of Fort Stanwix.

tallic bedsteads, merchant iron, soap, lubricating oils and greases, canned goods, tin cans and sporting goods. Another large plant rebuilds and repairs locomotives. While still others produce in no mean quantities clothing, cheese, noodles, macaroni and zwieback, aluminum ware, vacuum cleaners and brooms, cigars, tents and awnings, hydraulic rams, harness, leather novelties, wagon gears, plastic fire brick, protective paint, wooden boxes, woodwork, castings, channel steel barges, cast stone products, extracts, cold cream lotions and other articles.

Indeed, if there were nothing here but the brass and copper mills, the city would still have what in common parlance is known as a diversity of products. Brass and copper are basic materials and enter into the manufacture of a wide range of articles.

This will be understood when one scans the following list of articles produced by the Rome brass and copper mills and takes note of the wide range of uses to which they are put: Brass and copper sheets and rods, seamless and brazed tubing, commutator and bus bar copper, copper rivets and burrs, bare and covered wire, hollow wire and tubing, wire cloth, copper wash boilers, tea kettles and kitchen utensils, bronze and brass tablets, automobile and aeroplane radiators,—and considers further that one of the mills has a large jobbing shop in which all kinds of brass and copper articles are made on contract. It will be noted that many of these articles in turn serve as materials for the manufacture of other things.

For instance, copper wire in its various forms enters into the manufacture of electric generators and motors; the latter may be used to drive machinery in plants, street cars, or electric fans. Again wire is used in the construction of wire cloth and screen, telephone and telegraph instruments and in the circuits connecting them, in wiring houses and buildings for lights and connecting them with the central plant, for door bells, buzzers, etc. Wire is also used in automobiles and several automobile accessories.

As with wire, so is it with sheets, rods and other articles, until it has been said that if there is any business in the country at all, there is business for some of the brass and copper mills.

The New York Central Railroad has an important plant at Rome, where its railroad ties are put through the creosoting process.

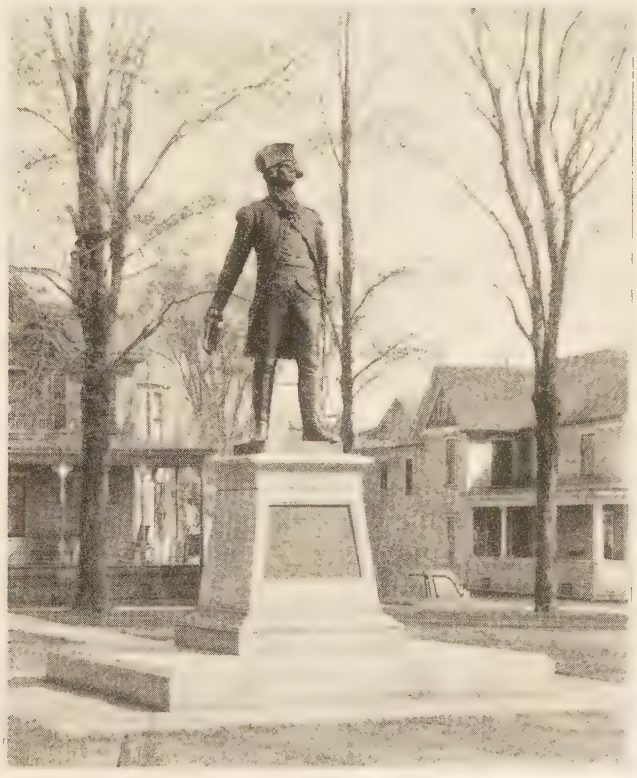
Rome is also known as the Outdoor Cathedral or the City of Trees, because most of the streets as far as the eye can see, are completely arched over by immense trees, mostly maples and

elms. Arrangements have been completed by the Chamber of Commerce whereby elm trees will be planted on James Street from Linden Street to Ridge Mills, from which point there are already large trees along the sides of the road to Smith Corners. Romans of the present day are endeavoring to be as considerate of the future as were the Romans of fifty years ago.

Regular travelers on the New York Central frequently refer to Rome as the city with the electric signs. On the Mill Street Barge Canal bridge, the Chamber of Commerce maintains a large electric sign containing the words: "One-tenth of the copper used in the United States is manufactured in Rome."

Other electric signs displaying the company names are maintained by the Rome Brass and Copper Company, the Rome Wire Company, the Rome Manufacturing Company, and the Spargo Wire Company. The fact that five of the New York Central's great through trains pass Rome between dusk and bedtime gives these signs a great advertising value and justifies their maintenance.

Other towns along the Mohawk would do well to follow Rome's example and let the traveler know what interesting manufactures are produced in factories along railroad and turnpike.



GENERAL PETER GANSEVOORT

This statue of the brave defender of the American Revolutionary Fort Schuyler stands in the City of Rome, close to the site of the fortress.

CONCLUSION.

Our Mohawk Valley—Today and Tomorrow.

To one who knows and loves this Mohawk Valley land of his birth, this ancient river country is fraught with a meaningful message—a constant appeal to its true sons and daughters, those who know it and who understand it. The Valley of the Mohawk breathes a story of a savage and heroic past—it instills a calm and strong attitude toward things as they really are—the things of life of real worth and interest.

The Valley of the Mohawk nourishes the mind and strengthens the body and buoys the soul. There are character and sympathy in lands and landscapes as there are in men and women. And the human response to the environment of the Mohawk country is healthful and normally stimulating.

We have seen the years roll by and we fancy everything is utterly different in the now from the then. We fancy our Valley must be other than that of the days of the primeval forest, but it is as basically unchanged as the individual is the same, from the cradle to the grave.

We have about us the same everlasting hills, the craggy mountains, the sloping meadows and the luxuriant flats bordering our river—shorn perhaps of some of the original giant verdure but with the same configuration of land and hills with the same ever-changing skies, floating clouds and tempests of rain and snow as when the Mohawk crouched in his smoky cabin while the lightning flashed among the giant pines or the roar and crack of thunder cannonaded the river hills.

The Mohawk country was beautiful in its savage forest coat —it is lovely now, through the changing season in its mantles of white, green and brown—it will be as wonderful, in its way, whatever pigmy defacements the commerce and industry of the future will bring to its river levels.

Standing on a rising knoll overlooking the Mohawk River—distant from the smoke and surge of its great cities—we get a note of true appraisal of ourselves and our Valley. The impetus of the mad rush to nowhere fades from our consciousness and the mighty things of worth rise to the mind. The gentle slopes, the fertile farms, the grazing cattle, the quiet river, the distant, for-

est-crowned hills breathe a restful melody of beauty and tranquillity.

Every road, every hill, every prospect and every various vista has its message. That distant farm house, is the home of a relative whose ancestor cleared it from the primeval forest nearly two centuries ago—a pioneer whose two sons fought and died at Oriskany. Yonder old stone church was the center of a fortification, where the neighborhood farmers gathered and fought off Brant's savage Indians and Tories, stained with the life blood of women and little children.

Along that near-by mighty railroad with its speeding trains and mile-long freights, the little DeWitt Clinton engine shrieked and puffed its slow progress nearly a century ago.

Every Mohawk Valley landscape and landmark tells an American story to our Valley Americans.

We know our Valley's past and the mighty and modest men and women of old whose strong hands have given us a heritage of comfort and civilization. Do we merit our birthright by a proper accounting of the things worth while? Shall we so use our inheritance of this great and beautiful Valley land so that our children's children may enjoy the same high quality of association with humanity and homeland that we ourselves have had? If so let us retain our high Valley Americanism and protect our homeland from too many of the scars of materialism. Then we may hope to see our children's children the peers of the heroes and heroines of the Revolution.

We are told that our Mohawk Valley will some day be America's greatest manufacturing district. Candidly the writer does not believe it. We live in one of the greatest industrial sections of the United States today and we are sure our factories will increase in number and size and in the quantity and value of their output,—which seems fully sufficient.

Nature and man's enterprise have made our Mohawk Valley the greatest artery of commerce in the world, and we will ever retain that position. The ages carved only one mountain pass from the Atlantic coast of America to its lakes—ours is that one, and there is no other.

But when someone rises and tells us that we shall be this or that in mammoth size—we will not say, "Oh, yes, of course," but rather "Why?". Let us cross-examine all promises and see what everything has to offer for the men and women of the Mohawk Valley and their children—or rather, let us always apply the acid test as to just how everything will affect our children. On that basis we cannot go far astray. When some one tells

us that our cities and towns must grow so much in size each year and have so many people in this year and that or be so much bigger than some other town—to all of these questions we will counter query: "Why so—and how will it affect the happiness and prosperity of our people?" The conventional public worship of empty bigness and bombast is fast passing away. Today we consider souls rather than statistics, men rather than money, quality rather than quantity.

If a man holds a pumpkin in one hand and a Spitzenberg in the other, he won't eat the pumpkin just because it is the bigger.

If enormous and, perhaps, unhealthy growth means the reckless placing of inflated populations regardless of the present and future proper distribution and apportionment of food, fuel, water and other human necessities and supplies, or if it means the elimination of our Valley American population and the substitution, or even addition, of an overbalancing bloc of people totally lacking in American ideals—then let us think seriously before we make such radical changes in the splendid American personnel of our Mohawk Valley people, for the mere sake of unmeaning bigness or a nonessential materialistic magnitude.

There are two adjacent Mohawk River towns with a combined population of seven thousand American people. In this combined community there are actually more real Americans enjoying more health, happiness, comfort and prosperity, than there are in many cities of ten times their aggregate population.

Our Valley Mohawks had the splendor of a national consciousness. Although we shrink from their savage barbarities yet, incongruously, they had a proper sense of values in matters concerning the preservation of their tribal ideals and their very existence as a people.

When they brought in their war captives they stopped them at the entrance of the Long House, where they were made to discard their own moccasins for those of Mohawk make. The moccasins of the captives might be more picturesque, more highly decorated, of better leather and finer handiwork—yet they had to come off and be cast into the fire. And, why?—because the Mohawk knew that while the foreign moccasins were superior to the Mohawk moccasins, yet the physical and mental fibre of the Mohawk were superior to them all—and the outward trappings of that national superiority must be retained. And the result of this nationalistic policy has preserved the Mohawk as a tribe to this very day, through viscissitudes which would have eliminated less virile people.

In New York City, several years prior to this writing, the author witnessed a remarkable and highly colored aggregation, in the line of an exhibition showing the various nationalities which had gone toward "the making of America"—rather a grand glorification of each nationality instead of the land of Uncle Sam. One came away with the idea that each of the nationalities there represented had made America all by itself. This was decidedly a wrong and dangerous attitude—the cart before the horse, indeed. It a show had been held where the alien-minded and the slacker American came and, humbly and on their bended knees, recognized what America means to them and to all the world and what all the world owes to America, then a lesson well worth while would have been given.

This history of the Mohawk Valley—Gateway to the West—is just such an exposition of Americanism for our Mohawk River towns and countryside.

The World War taught us the fallacy and silliness of the melting pot. The breeder of live stock will tell a different story. One cannot be a polyglot and be an American, or love every land but his homeland and be worth the breath of life.

There is a saying that "A great country is a country inhabited by a great people"—great in quality rather than quantity.

For over a century and a half we have had a characteristically American Mohawk Valley population. Originally its individual members cast aside their Old-World affiliations and traditions and welcomed the great and growing American spirit. One reads no sentimental twaddle about the Motherland or the Fatherland from the mouths or pens of the Colonial and Revolutionary men of the Mohawk. They were Americans and nothing else—whether their fathers had been Hollanders, Englishmen, Palatines, Scotchmen, Frenchmen, Irishmen, Swiss or Welshmen. The characteristic American ideals and traditions created by our Mohawk Valley pioneers have descended to us today. Our Americanism is true and complete, combining the solidity, solidarity, and pertinacity always characteristic of our Valley people.

Uncle Sam has no truer or better American children than those of the Mohawk Valley.

If we cherish our brotherhood of Americanism, if we give heed to the tales and legends of the Valley heroes, who gave us all we have, if we look to the spirit of the things rather than their shells, if we give regard to the righteous strength of our nationalism, then shall we tend to make our country great.

The Mohawk Valley of today is a great country.

Let us keep it so.

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